CALGARY GOPLAN

PUBLIC OPINION SURVEY

BGS-No.6-11-92

NOTE: THE GOPLAN WAS PREVIOUSLY TITLED 'CALGARY TRANSPORTATION PLAN REVIEW'.

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beyond 2000

PUBLIC OPINION SURVEY

FINAL REPORT

NOVEMBER 1992

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November 30, 1992

The City of Calgary
GoPlan Project
P.O. Box 2100, Postal Station M (#225)
Calgary, Alberta
T2P 2M5

Attention: David G. H. Watson
GoPlan Project Manager

Dear Mr. Watson:

RE: GoPlan Public Opinion Survey
Our File: CO-0753

Please find herewith a copy of our Final Report, which details the methods employed in the conduct of the survey, and key findings from the analysis of the resulting data.

Should you have any questions, or require additional information, please do not hesitate to contact us.

Yours truly,

IBI GROUP

Stephen Shawcross
Director

Neil MacLean
Senior Consultant

NM:al

Encl.

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INTRODUCTION

The City of Calgary is undertaking a review of its transportation plan and by-law. The plan review is known as the GoPlan Project. The GoPlan Steering Committee determined the need for a public opinion survey, as part of the first phase of the project. The purpose of the public survey is to determine certain public opinions related to transportation issues, to assist in scenario development and evaluation in succeeding phases of the project. The public opinion survey is one of several methods of public consultation which will be undertaken for the project.

METHODOLOGY

The approach selected for the GoPlan Public Opinion Survey was a random sample telephone interview survey of adult Calgary householders.

The initial task in the conduct of the survey was issue scoping, including a content review of newspaper articles, a review of background documents, and focus sessions conducted with members of the public, and with civic staff. Members of the Citizen's Coordinating Committee were observers of the two public focus group sessions.

The results of the issue scoping process were used to develp a list of potential questions for the survey. A draft questionnaire was developed in consultation with the GoPlan Interdisciplinary Management Team, and was pretested and refined.

A random sample of Calgary households was selected, and personalized notification letters were printed and mailed to sample members. Interviews were conducted through the last half of September, 1992.

Up to five attempted contacts were made for each sample household. Interviewers were able to contact 90% of the sample members; some 81% of the Calgarians contacted completed interviews.

The sample is representative of the population. Methods employed in the survey will support inferential analysis, and generalizations may be drawn from the sample to the population with confidence.

For the entire sample, error limits are ± 3.6% at the 95% confidence level. In other words, the findings of the survey would be accurate to within ± 3.6%, 19 times out of 20.

KEY FINDINGS

Key findings from the analysis of the survey data are summarized below. The term "top-of-mind" relates to responses given without prompting.

Data Quality

- The quality of the data is very good. Inferences can be drawn from the sample to the population with confidence.

High Satisfaction with System

- At present, Calgarians are characterized by their high level of satisfaction with the transportation system.

Public Transit Number One Top-of-Mind Issue

- A variety of "top-of-mind" issues were identified. The most significant category of long-term issues is related to the development and operation of public transit. The second major category of issues is related to auto mode travel, and the road network. Issues related to other modes, and other issues were identified by small proportions of respondents. Environmental concerns were not identified by respondents as a major "top-of-mind" transportation-related issue.

Safety not a Top-of-Mind Issue

- Making transportation system safety a higher priority appears to be a "motherhood" issue, although again, it was not identified as a top-of-mind issue.

Behaviour Contradicts Opinion

- There is overwhelming support for the notion that other modes should be used instead of automobiles. However, there is clearly considerable dissonance between opinions and behaviour, as two-thirds of the survey respondents usually travel alone in automobiles.
- Virtually all of the respondents are champions of the environment, and would prefer to see the development of a more environmentally-friendly transportation system. Again, this opinion is in marked contrast to respondents' own identification of top-of-mind issues (the environment was virtually never mentioned) and their current auto-using behaviour.
- Most auto users claim other modes should be used more often, however, around one-quarter of the single-occupant auto mode users are avowedly committed to continued auto use.

Long-Term Preference for Balanced System with LRT Emphasis

- In general, the preferred long-term emphasis is for LRT system development, followed by walk/cycle facilities, and bus transit. The lowest preference for long-term emphasis is the road network, regardless of mode currently used. (However, more than half of the respondents prefer increased emphasis on the road network.)
- Although the greatest preferences for long-term development emphasis were for non-auto modes, two-thirds of respondents agreed that the automobile is the most practical method of transportation for themselves, and less than one-half indicated they would be willing to use non-auto modes more.

Motivators for Reduced Auto Use

- Various proportions (ranging from 44% to 71%) of auto users claim they would be motivated to use private auto less if transit were more convenient, for environmental reasons, to escape road congestion and time delay, or to avoid higher travel costs.

Opposition to Increased Density

- Considerable resistance was noted to the concept of increasing housing densities to improve transportation system efficiency.

Work Location Has Little Influence on Home Location

- Less than one-half of the respondents agreed that work location influences their choice of home location.

Conflicting Expectations

- Around two-thirds of the members of the sample prefer that transportation spending be maintained at its current level, with nearly one-third preferring increased spending. However, over three-quarters seek improved transportation service levels.

Other Findings

- A large number of significant associations amongst variables were noted, and are detailed in the text.

CONCLUSIONS

Several conclusions can be drawn from the analysis of the GoPlan Public Opinion Survey data:

- Calgarians are interested in the GoPlan project, and are generally quite willing to voice opinions on transportation issues.
- The findings suggest that there is a developing consensus that the current high level of automobile usage cannot be maintained in the long term. This does *not* mean Calgarians are now ready to accept the perceived penalties (higher costs, and less convenience, privacy, freedom, etc.) of a major policy tilt away from auto use, in favour of other modes.
- There is a marked preference among Calgarians for expansion and development of the LRT system, and for long-term development of walk and cycle facilities. Development of bus transit is also favoured, although at a lower level. However, most respondents also favour additional emphasis on road network development.
- Improving the convenience of use of the public transit system is seen as a powerful motivator for changing transportation behaviour. Other motivators are essentially related to the provision of incentives through development, expansion and promotion of non-auto modes, rather than through the imposition of disincentives for auto use.
- Concern for the environment is also seen as a motivator to change behaviour. But the utility of this motivator may be more apparent than real, because virtually no respondents identified environmental concerns as a major transportation issue.
- Some significant differences in patterns of opinion were noted with respect to age, usual mode used, employment status, sex, etc. In general, it appears that the greatest resistance to change is located in the mid-age group, male, employed, auto-driving population.
- Initially, it appears likely that the least difficult opportunities for opinion - and ultimately behaviour - change are associated with younger age groups, and with females. However, large proportions of respondents of all types apparently recognize conceptually that changes in transportation behaviour may be imminent, are potentially desirable, and are probably inevitable in the long term.

- Despite the apparent consensus, there is an enormous gulf between opinions and behaviour. This finding is critically important, and suggests very strongly that most respondents have not yet developed a reasoned, settled opinion on transportation issues. If this is the case, it is highly probable that considerable resistance to change will be observed as the GoPlan project evolves. Such resistance may even spring from Calgarians who espouse the "correct" opinions on environmental protection, mode change, urban form, etc. as the costs of changing their own behaviour come into clearer focus.

- However, the breadth of the consensus in opinion suggests that significant potential for fundamental changes in transportation behaviour does exist, because opinion change is the first step in behaviour change.

- The GoPlan project can play a beneficial role in facilitating the development of reasoned public opinions through continued education, surveys, workshops and the presentation of trade-offs and options. This process will aid Calgarians in developing settled positions on issues related to transportation planning.

1.0 INTRODUCTION

1.1 BACKGROUND

The City of Calgary is undertaking a review of its transportation plan and by-law. The plan review is known as the GoPlan Project and is examining the long-term transportation needs for the city beyond the year 2000, to a population level of 1.25 million inhabitants. The initial phase of the GoPlan Project is to determine the planning context of the transportation plan review.

1.2 PURPOSE

The GoPlan Steering Committee has determined the need for a public opinion survey, as part of the first phase of the project. The purpose of the survey is to determine certain public opinions related to transportation issues, to assist in scenario development and evaluation in succeeding phases of the project. The Public Opinion Survey is one of several methods of public consultation which will be undertaken for the project.

1.3 REPORT FORMAT

This report is divided into 8 major sections:

1.0 Introduction
2.0 Issue Scoping
3.0 Methodology
4.0 Survey Results
5.0 Conclusions

Appendix A - Multivariate Tables
Appendix B - Analysis by Suburban Sectors
Appendix C - Questionnaire

2.0 ISSUE SCOPING

The purpose of the issue scoping tasks was to develop a long list of potential long-term transportation issues, to aid in development of the Public Opinion Survey. To achieve that objective, a content analysis of transportation-related issues in the "Calgary Herald" published from January - August, 1992 was undertaken. The results of the content analysis were used to guide the conduct of focus sessions. Three focus sessions were conducted, including two with cross-sectional panels of Calgarians, and one with members of the GoPlan Interdisciplinary Management Team, and other civic staff. Members of the Citizen's Coordinating Committee were observers of the two public focus group sessions.

Overview

The focus groups were held September 29th, October 1st, and October 5th, 1992. In total, 31 individuals representing a variety of employment backgrounds, age groups, residence locations, etc. participated in the sessions. The transportation issues identified during these sessions were incorporated into the GoPlan Public Opinion Survey, and are summarized below.

During discussions with the three focus groups, participants were encouraged to consider the issues which they thought may affect transportation in Calgary in the next 20 years. Participants were instructed to consider transportation in the broadest context, including various modes of transportation such as cycling and walking as well as public transit and the automobile. Facilitators ensured that all participants contributed to the session, and that discussion concentrated on future issues rather than references to specific transportation "problems" (e.g., Macleod Trail needs better synchronized lights).

Many of the transportation issues discussed during the three sessions may be placed into the following general categories:

- Cost
- Efficiency
- Accessibility
- Security and Safety
- Environment
- Urban Form
- Quality of Life
- Education

Overall, participants were most concerned with the cost, efficiency, accessibility and safety of Calgary's future transportation system. They emphasized the need to achieve balance between the costs associated with transportation and the degree of accessibility the system provides to a variety of users. Creating a more efficient system (both in terms of travel time and financial costs) was also a key issue, as

decisions regarding future expansion of the road network, extension of public transit to the suburbs and continued user subsidies become more difficult and implementation more expensive in the coming years.

The issues identified and discussed by session participants are organized under category headings below.

Cost

The cost of providing an acceptable level of transportation service to both automobile drivers and public transit users was frequently identified as an important issue confronting Calgary in the future. It was noted that if the City continues to grow farther from the core, providing service to both types of users will become increasingly costly. Other cost-related issues include:

- A cost-benefit assessment of the level of public transit subsidy and level of use should be undertaken.
- A user-pay system may need to be examined, particularly for those residents choosing to live in the far suburbs.
- May need to consider incentives or "carrots" as well as disincentives or "sticks" to encourage more cost-effective use of transportation in Calgary (e.g., reduced parking rates for organized car pools, tax CBD parking, etc.).
- Some participants felt that it is "cheaper to drive my car than to use transit", even for those individuals working downtown. Considering direct costs, they believed less transit is required, not more.
- Attempts to make public transit more appealing to auto drivers will need to be directed at "hitting them in their pocketbooks".

Efficiency

Issues related to *travel time* and *convenience* to the user were identified as key indicators of an efficient system (regardless of mode of travel). However, efficiency was most frequently cited as an issue affecting public transit in the future. Until public transit is perceived to be as convenient and as fast as using one's own vehicle, the incentive to use public transit is not strong. Other issues related to efficiency noted by focus group participants are as follows:

- "There is the expectation that if we 'condescend' to use transit, we should be served quickly."

- Efficiency would increase if transportation routes were concentrated around "activity nodes" such as the university or the downtown.
- Public transit can't be efficient when it is servicing low-density areas like the outer suburbs. We are faced with a trade-off between creating more efficient service at higher costs or reducing the convenience and travel time to save costs but at the risk of lower ridership.

Accessibility

Accessibility to transportation services was linked to issues regarding cost and efficiency. Discussions concerning accessibility often referred to decisions which may not be able to reconcile growing costs while ensuring equal access to service for all communities and user groups. Access to transportation whether by car, public transit, pedestrian or cycle, was considered a right. However, cost of providing service was thought to be the issue which would affect *degree* of access. It was concluded by one focus group that the trade-off for choosing to live in the suburbs should be the expectation that access to public transit would be reduced.

Security/Safety

Security was a particular concern noted by nearly all of the general public participating in the focus groups. Inadequate personal security, particularly on the LRT, was noted several times and was considered a growing problem and a major detriment for individuals using public transit.

Safety was also identified as an issue for cyclists. Respondents felt that the conflict between cars and commuting cyclists on roadways will intensify and was enhanced by the public's and the City's emphasis on cycling as solely a recreational activity and not a legitimate alternative mode of transportation. For other modes, safety - while important - was not generally identified as an issue, since the system as a whole is perceived to be reasonably safe now.

Environment

Although not as dominant an issue as cost or efficiency, protecting the environment from the pollution caused by transportation (particularly automobile traffic) was noted. Public transit was thought likely to benefit from people's growing awareness and concern for the environment and would be the catalyst for increased ridership in the future. As one participant noted: "People are buying more than a ride, they're buying into the environment." Related to the environment issue was the perception the City will need to

support and provide for alternative, less polluting modes of travel (e.g., bicycle lanes on thoroughfares into the downtown).

Urban Form

The relationship between urban form and Calgary's future transportation system was discussed as an issue by the focus groups. While one group considered this relationship in terms of convenience and improved accessibility (e.g., "Build a ring road to improve east-west traffic flow and circulation around the City"), other groups considered urban form in terms of future subdivision design. Increasing densities was suggested as a means of creating a more efficient and cost-effective transportation system. The key issue associated with increasing densities as a means of reducing capital and maintenance costs (e.g., building roads, providing public transit etc.) was the conflict which may result as a consequence of exploring alternatives to the single-family home. However, creating activity or employment "nodes" in these outlying neighbourhoods would reduce the strain placed on the transportation system to accommodate commuters into the downtown core. Session participants suggested that lack of political will and people's resistance to change would hinder efforts to alter urban form to create more efficient land use and transportation systems.

Quality of Life

Although only one focus group specifically referred to the phrase "quality of life", all participant groups identified issues related to this concept. Convenient access to other parts of Calgary, a safe, integrated pedestrian environment, and opportunities for alternative modes of travel were considered key factors influencing the quality of life in future.

Issues of equity, freedom and personal choice were also raised in relation to transportation. While private autos were considered most accommodating to these values, it was recognized that over reliance on that mode would be ultimately self defeating.

Education

Educating the public about transportation-related trade-offs (e.g., costs versus level of service or accessibility) was perceived as an important issue for the future. Changing the public's perceptions, attitudes and expectations regarding public transit and the level of transportation services to communities in the future was also considered an important issue by focus group participants.

3.0 METHODOLOGY

3.1 SURVEY METHOD

The approach selected for the GoPlan Public Opinion Survey was a random sample telephone interview survey of adult Calgary householders.

The initial task in the conduct of the survey was issue scoping. This task consisted of a content review of transportation-related issues published in the "Calgary Herald" in 1992, a review of background documents provided by the client, and focus sessions conducted with selected members of the public. The findings of the issue scoping process are reviewed in Section 2.0 of this report.

3.2 SAMPLE DESIGN

The target population for the survey was adult Calgarians; the sample frame was the residential telephone listings in the current (electronic) AGT Directory Limited database.

Individual adults in households contained within the directory constitute the survey units. Residential listings, including the name of the telephone subscriber, the service address and postal code, and the telephone number were randomly selected from the database.

3.3 QUESTIONNAIRE DESIGN

Based on the results of the newspaper content analysis and focus group sessions, a long list of potential questions was developed. The list was reviewed with the Interdisciplinary Management Team and a number of preferred questions were selected for inclusion in the questionnaire. The number of questions selected was influenced by time and budget parameters, which restricted the questionnaire to approximately 25 variables. The draft questionnaire was pretested and refined, again with input from the Inderdisciplinary Management Team. A sample of the final questionnaire is included in Appendix C.

3.4 DATA COLLECTION

Data collection commenced October 14 and concluded October 31, 1992. Interviews were conducted Monday through Thursday evenings, and during the late morning and early afternoon on Saturdays.

Personalized notification letters were printed and mailed to sample members a few days prior to the anticipated time of interview. The preprinted letters were personalized with respondents' names and addresses, and delivered by first-class post in a City of Calgary window envelope. The letters apprised sample members of the nature and purpose of the survey, and requested their cooperation in completion of an interview. A sample of the notification letter is included in Appendix C.

Interviewers attempted to contact the telephone service subscriber, although other adult household members were interviewed in some cases. Interviewers provided a uniform introduction, reminded respondents of the notification letter, and followed a uniform interview script. A sample of the collection instrument is included at the end of this section.

The IBI Group panel of well-trained and closely-supervised interviewers conducted the data collection from the IBI Group offices in Calgary.

Up to five attempted contacts were made for each sample unit. In cases where language barriers were encountered, an attempt was made to conduct the interview in the respondent's language. Otherwise, an attempt was made to recontact the household at a later time, when an English-speaking member was available. The following distribution of final interview outcomes was obtained:

Final Outcome	Number	%
Complete	720	72.7%
Partially Complete	4	0.4%
Refused	163	16.4%
No Answer	41	4.1%
Answering Machine	42	4.2%
Not in Service	18	1.8%
Language Barrier	3	0.3%
TOTAL	**991**	**100.0%**

3.5 SAMPLE DESCRIPTION

The sample appears to be representative of the population. The following table compares sex, age, and ward distributions from the completed interviews (for respondents ages 20+ years only) and the 1991 civic census. In general, the sample distributions appear to conform reasonably well to the census distribution, although it is apparent that respondents aged 20 - 24 years, and females are slightly underrepresented in the sample.

		Sample	Census*
Sex	Male	52.1%	49.5%
	Female	47.9%	50.5%
Age	20 - 24	8.6%	11.5%
	25 - 44	54.5%	55.0%
	45 - 54	15.6%	13.7%
	55 - 64	9.6%	9.0%
	65+	11.7%	10.8%
Ward**	01	7.4%	7.1%
	02	7.3%	7.6%
	03	7.8%	7.3%
	04	6.0%	6.3%
	05	7.7%	8.6%
	06	6.4%	6.6%
	07	8.0%	6.8%
	08	7.1%	7.4%
	09	7.8%	8.2%
	10	4.8%	7.3%
	11	4.8%	4.4%
	12	8.1%	7.8%
	13	8.7%	7.4%
	14	8.1%	7.1%

* April, 1991 Civic Census
** Sample distributions are for 1992 wards; census distributions are for 1991 wards. Both include only residents aged 20+ years.

3.6 SAMPLING ERROR

The methods employed in the Public Opinion Survey will support inferential analysis, and generalizations may be drawn from the sample to the population.

Although the sample is representative of the population, sampling error exists because the sample contains many fewer elements than the population. For this reason, the magnitude of sampling error is a function of sample size; large samples - such as the GoPlan sample - have less error than small samples.

For the entire sample (n = 721), sampling error is ±3.6%. For example, if a sample rate is 40.0%, there is a 95% probability that the true population rate is 36.4% to 43.6%. For smaller sub-samples such as the suburban sectors (see Appendix B), sampling error is larger. For the average sector, sampling error is ±10.9% at the 95% confidence level.

4.0 SURVEY RESULTS

The survey results are presented in this section, following the order of questions on the questionnaire (a copy of the questionnaire and notification letter are included in Appendix C).

For each question, the wording of the question is included, together with the frequency distribution table, a discussion of the frequency distribution, and the identification of significant variations on each question related to other variables. The other variables analyzed in conjunction with each of the variables in this section include:

- general satisfaction with the transportation system;
- long-term mode preference;
- transportation spending level preference;
- transportation service level preference;
- long-term road network development preference;
- long-term bus transit development preference;
- long-term LRT system development preference;
- long-term pedestrian and cycling facility development preference;
- employment status;
- 1992 geographic sector of residence;
- usual local travel mode;
- age group of respondent; and
- sex of respondent.

An analysis of the data by location of residence (coded into suburban sectors) was also completed. Findings from the sector analysis are included in this section, and are summarized in Appendix B. Sector boundaries are depicted on the map at the front of Appendix B.

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GoPlan Public Opinion Survey - October 1992

Frequency Analysis of Satisfaction

General transportation system
satisfaction level                           Number    Percent
----------------------------------------     ------    -------

          Very dissatisfied                      14      1.9 %
          Dissatisfied                           36      5.0 %
          Neutral                               198     27.6 %
          Satisfied                             326     45.4 %
          Very satisfied                        144     20.1 %
                                             ------    -------
                   Total                        718    100.0 %

                   Missing Cases = 3
                   Response Percent =  99.6 %
```

1. Question: The first question is about Calgary's transportation system as a whole, including the road network, public transit, and cycling and pedestrian facilities. How satisfied are you with the transportation system as a whole, on a scale where "1" means Very Dissatisfied and "5" means Very Satisfied?

Frequency Distribution

As indicated in the distribution table, Calgarians are largely satisfied with the transportation system as a whole. Approximately two-thirds of the respondents are "satisfied" or "very satisfied", while less than 7% indicate some level of dissatisfaction.

Significant Variations

- Respondents who are dissatisfied with the system are more likely to prefer increasing transportation spending levels.
- Respondents who are unemployed/homemakers/retired have generally higher levels of transportation system satisfaction.
- The youngest and oldest age groups have higher-than-average levels of satisfaction with the transportation system.

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GoPlan Public Opinion Survey - October 1992

Frequency Analysis of Issue

    Most important long term issue           Number     Percent
---------------------------------------      ------     -------

   Expand LRT                                  126       19.9 %
   Increase transit efficiency                  50        7.9 %
   Traffic congestion                           48        7.6 %
   East/West travel improvemnet                 43        6.8 %
   Promote/encourage transit use                43        6.8 %
   Improve bus access/frequency                 42        6.6 %
   Improve existing network                     41        6.5 %
   Network expansion                            33        5.2 %
   Bicycle facilities                           33        5.2 %
   Peak period CBD traffic                      29        4.6 %
   Spend/plan smarter                           23        3.6 %
   Intersection improvements                    19        3.0 %
   Improve outer area access                    16        2.5 %
   Improve disabled transit access              15        2.4 %
   Transit security                             13        2.1 %
   Residential traffic volume                   13        2.1 %
   LRT/road traffic conflict                    12        1.9 %
   Other                                        12        1.9 %
   LRT underground                              10        1.6 %
   Improve CBD parking                           6        0.9 %
   Pedestrian facilities                         6        0.9 %
                                             ------     -------
                   Total                       633      100.0 %

                   Missing Cases = 88
                   Response Percent =  87.8 %
```

2. **Question**: In thinking about the long-term development of Calgary's transportation system, what will be the most important transportation issue or problem for planners to be aware of?

Frequency Distribution

Responses to this open-ended question were coded into the categories noted in the distribution table. The issue categories noted are sorted in descending order of frequency.

As indicated, 88% of respondents were able to offer a "top-of-mind" long-term transportation development issue. Among those respondents, 20% identified the expansion of the LRT system as the top-of-mind issue. Other LRT-related issues include conflicts with traffic, and the necessity to move the downtown LRT line underground (both 2%).

Other transit issues were identified by 26% of respondents, including the need for increased transit efficiency (8%), promotion and encouragement of transit use, and improving transit bus service (both 7%), improving transit accessibility to the disabled, and improving transit security (both 2%).

Various issues related to the road network were identified by 37% of respondents. These issues include traffic congestion (8%), east/west travel improvement - also including travel by transit - (7%), improving the existing road network (7%), expanding the network and accommodating peak-period CBD traffic (both 5%), improving intersections (3%), reducing traffic volume in residential areas (2%), and improving CBD parking (1%).

Various other issues were cited by 14% of respondents. These issues include the requirement for development of bicycle facilities (5%), the need to plan and spend "smarter" (4%), the need to improve road and transit access to outlying areas (2%), the need for development of pedestrian facilities (1%), and various other comments (2%).

It should be noted that specific references to the environment were made by only five respondents (less than 1%). Although the responses to later questions suggest some sensitivity to this issue, it is clearly not a major top-of-mind transportation issue with Calgarians.

Significant Variations

- Respondents who usually travel by walking, and by transit are more likely than other respondents to cite "expand LRT" as a top-of-mind issue.
- Transit riders are also more likely to cite "increase transit efficiency" and "improve bus access/frequency". Greater-than-average proportions of auto drivers identified the need to improve the existing network, and expand the road network as top-of-mind issues.
- Some variations were noted in top-of-mind issues identified by age:
    - relatively higher proportions of respondents in the youngest and oldest age groups identified the need for LRT expansion as a top-of-mind issue;
    - respondents in the oldest age category are slightly more likely to cite the need to promote and encourage transit use, and to improve disabled transit access.
- Residents of the northwest and north sectors are more likely to cite "expand LRT" as a top-of-mind issue, and residents of the northeast and west sectors are less likely to cite this issue than average.

```
Frequency Analysis of Continue auto

Continue auto use or use other modes
more                                              Number    Percent
----------------------------------------          ------    -------

            Continue auto                           101      14.2 %
            Other modes                             610      85.8 %
                                                  ------    -------
                   Total                            711     100.0 %

                   Missing Cases = 10
                   Response Percent =  98.6 %
```

3. **Question**: In the long term, should we:
- continue our current level of use of autos, or
- should we increase our use of other methods of travel - such as transit, walking, and cycling - instead?

Frequency Distribution

Some 86% of respondents indicated the use of non-auto modes should be increased, and auto mode travel decreased.

Significant Variations

- Respondents who advocate continuing the current level of use of autos are less likely to prefer improvements in transportation service levels in the long term.
- Respondents who advocate continuing the current level of use of autos are less likely than average to prefer increasing the long-term emphasis on development of bus transit, the LRT system, and pedestrian and cycling facilities.
- Respondents who reside in the southeast and east sectors are more likely to advocate continued auto use, and respondents residing in the west sector are less likely to advocate continued auto use.
- Transit users are less likely to advocate continued use of the automobile at current levels in the long term.

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Frequency Analysis

(N=721)	Strongly disagree	Disagree	Neutral	Agree	Strongly agree	Total
	20	30	93	197	379	719
Develop environmentally friendly system	2.8	4.2	12.9	27.4	52.7	100.0
	156	92	125	119	204	696
Work location influences home location	22.4	13.2	18.0	17.1	29.3	100.0
	59	78	109	145	330	721
Auto most practical mode	8.2	10.8	15.1	20.1	45.8	100.0
	23	37	165	213	281	719
Maintain system safety	3.2	5.1	22.9	29.6	39.1	100.0
	123	81	157	173	180	714
Walk/cycle more rather than auto	17.2	11.3	22.0	24.2	25.2	100.0
	108	100	162	170	178	718
Transit more rather than auto	15.0	13.9	22.6	23.7	24.8	100.0
	114	89	160	177	172	712
Rideshare more rather than auto	16.0	12.5	22.5	24.9	24.2	100.0
	216	135	155	119	84	709
Increase housing densities	30.5	19.0	21.9	16.8	11.8	100.0

4. Question: I am going to read you some statements about transportation in Calgary. I would like to know how much you agree with each statement. Please use a five-point scale, where "1" means you completely disagree, and "5" means you totally agree. The first statement is: ________________. Do you agree or disagree with this statement?

a. Development of a more environmentally friendly transportation system should be high priority.

b. Where I work influences where I choose to live.

c. The automobile is the most practical method of transportation for me.

d. Maintaining the safety of the transportation system should be a higher priority.

e. I would be willing to walk or cycle more, rather than using autos.

f. I would be willing to use transit more, rather than using autos.

g. I would be willing to ride share or car pool more, rather than using autos alone.

h. Increasing the number of housing units in a given area can reduce average travel distance, and reduce transportation costs. Do you agree or disagree with this statement: I think housing densities should be increased across the city, to improve transportation system efficiency.

Frequency Distribution

Issue statements "a" through "g" were read in rotation, followed by "h".

For all of the statements except "increasing housing densities", more respondents agreed than disagreed. Mean response scores, and percentage negatives are as follows:

	Mean	Negative
• development environmentally-friendly system	4.23	5%
• work location influences home location	3.18	26%
• auto most practical mode	3.85	19%
• maintain system safety	3.96	8%
• walk/cycle more	3.29	28%
• transit more	3.29	29%
• ride share more	3.29	28%
• increasing housing densities	2.60	50%

Significant Variations

Environmentally Friendly System

- Respondents who advocate continued use of the automobile at current levels are less likely to agree with the statement.
- Respondents who agree with the statement are more likely to prefer increased transportation spending levels.
- In general, respondents who agree with the statement are likely to prefer increased emphasis on bus transit, LRT system, and walk/cycle facility development.

Work Location Influences Home Location

- "Continue auto use" respondents are less likely to agree with the statement.
- Respondents in the youngest age category are more likely to agree, and respondents in the oldest age category are less likely to agree with the statement.

Auto Most Practical Mode

- "Continue auto" respondents are more likely to agree with this statement.
- Respondents who disagreed with the statement are more likely to prefer reduced emphasis on road network development in the long term.
- Respondents who agreed with statement are more likely to prefer reduced emphasis on LRT system development in the long term.
- Students and unemployed respondents are less likely to agree with this statement.

- Respondents in the southeast, east and south sectors are more likely to agree, and respondents in the central sector are less likely to agree with the statement.

- Respondents who usually travel as automobile drivers are more likely to agree, and respondents who usually travel by transit, bicycle, and walking are less likely to agree with the statement.

- Respondents in the youngest and oldest age groups are less likely, and respondents in the 45 - 54 year age group are more likely to agree with the statement.

System Safety Higher Priority

- "Continue auto" respondents are slightly less likely to agree with the statement.

- Respondents who agree with the statement are more likely to prefer higher transportation spending levels.

- Respondents who agree with the statement are more likely to advocate improved service levels.

- In general, respondents who agree with the statement are more likely to prefer increased emphasis on road network, bus transit, LRT system, and walk/cycle facility development.

- Females are more likely to agree with the statement.

Willing to Walk/Cycle More Rather than Auto

- "Continue auto" respondents tend to disagree with this statement.

- Respondents who disagree with the statement tend to prefer reduced emphasis on development of walk/cycle facilities in the long term.

- Respondents who reside in the north, northeast, southeast, and south sectors are less likely to agree with the statement, and respondents who reside in the west and central sectors are more likely than average to agree with the statement.

- Respondents whose usual travel modes are bicycle, transit, or walking are more likely to agree with the statement; auto drivers are less likely to agree.

Willing to Use Transit More Rather than Auto

- Most "continue auto" respondents disagree with the statement.
- Respondents who agreed with the statement are more likely to prefer increased transportation spending, and improved transportation service levels.
- Respondents who agreed with the statement are more likely to prefer reduced road network emphasis, and increased bus transit and LRT system development emphasis in the long term.
- Higher proportions of students and unemployed respondents agreed with the statement.
- Respondents who reside in the southeast and northeast sectors are less likely to agree, and respondents who reside in the central and east sectors are more likely to agree with the statement.
- Respondents who usually travel by transit or bicycle are more likely to agree with the statement, while auto driver and ride-share respondents are less likely to agree.
- Females are more likely to agree, and males are less likely to agree with the statement.

Willing to Ride Share More Rather than Auto

- "Continue auto" respondents are less likely to agree with the statement.
- Students and unemployed respondents are more likely to agree with the statement.
- Respondents aged 18 - 24 are more likely to agree with the statement, and respondents aged 45 - 64 are less likely than average to agree with the statement.
- Females are more likely, and males less likely to agree with the statement.

Increase Housing Densities

- Although the levels of agreement remain low, respondents who prefer both increased and decreased levels of transportation spending are more likely to agree with the statement. Respondents who prefer to maintain the current level of transportation spending are more likely to disagree with the statement.
- Students are more likely than average to agree with this statement.

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GoPlan Public Opinion Survey - October 1992

Frequency Analysis of Spending level

Preferred transportation spending level          Number     Percent
----------------------------------------         ------     -------

              Increased                            218       31.0 %
              Same                                 438       62.2 %
              Decreased                             48        6.8 %
                                                 ------     -------
                   Total                           704      100.0 %

                   Missing Cases = 17
                   Response Percent =  97.6 %
```

5. **Question**: About 28% of residential taxes are spent on transportation, including road maintenance, operation of Calgary Transit, construction of new transportation facilities, and so on. Would you prefer that transportation spending be:

- increased,
- kept the same, or
- decreased?

Frequency Distribution

Nearly two-thirds of respondents prefer that transportation spending be maintained at the current level. Nearly one-third of respondents prefer increasing spending on transportation, while less than seven percent prefer decreasing spending.

Significant Variations

- Respondents who expressed general dissatisfaction with the transportation system are more likely to favor increased transportation spending levels.
- Respondents who prefer improved transportation service levels are more likely to prefer higher transportation spending levels.
- In general, respondents who prefer increased emphasis on any (road network, bus transit, LRT system, or walk/cycle) facility development are more likely to prefer increased transportation spending levels. Respondents who favor reduced emphasis on these facilities are more likely than average to prefer decreased transportation spending.
- Respondents who reside in the north, central, and east sectors are more likely than average to prefer increased transportation spending.
- Auto drivers are less likely, and transit mode respondents are more likely to prefer increased transportation spending levels.

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GoPlan Public Opinion Survey - October 1992

Frequency Analysis of Service level

Preferred transportation service level          Number    Percent
--------------------------------------          ------    -------

               Improved                            551     76.6 %
               Same                                159     22.1 %
               Reduced                               9      1.3 %
                                                ------    -------
                   Total                           719    100.0 %

                   Missing Cases = 2
                   Response Percent =  99.7 %
```

6. **Question**: Over the long term, as the City grows, should the level of transportation service be:

- improved,
- kept the same, or
- reduced?

Frequency Distribution

Despite the preference for maintaining current spending levels, over three-quarters prefer improved transportation service levels, while less than one-quarter prefer to maintain current service levels.

Significant Variations

- "Continue auto" respondents are less likely than average to prefer improved transportation service levels.
- Virtually all respondents who prefer increased transportation spending also prefer improved service. However, nearly one-half of respondents who prefer decreased spending levels also seek improved service levels.
- In general, respondents who prefer increased emphasis on any (road network, bus transit, LRT system, and walk/cycle) facility development are more likely than average to prefer improved transportation service levels.
- Females are more likely than males to prefer improved transportation service levels.

GoPlan Public Opinion Survey - October 1992

Frequency Analysis

(N=721)	Increased	Same	Reduced	Total
Preferred road network emphasis	375 52.7	288 40.5	48 6.8	711 100.0
Preferred bus transit emphasis	451 64.2	226 32.2	25 3.6	702 100.0
Preferred LRT system emphasis	560 78.5	143 20.1	10 1.4	713 100.0
Preferred walk/cycle facility emphasis	494 70.2	192 27.3	18 2.6	704 100.0

7. **Question**: Over the long term, as the City grows, should we:

- increase emphasis,
- keep the same emphasis, or
- reduce emphasis on:

  a. the road network?
  b. bus transit?
  c. the LRT system?
  d. pedestrian and cycling facilities?

Frequency Distribution

Approximately one-half to three-quarters of all respondents indicated preference for increasing emphasis on each of the system elements. The LRT system was most favoured for increased emphasis, followed by walk/cycle facilities, bus transit, and the road network.

Significant Variations

- In general, respondents who prefer increasing emphasis on any element of the transportation system are more likely than average to also prefer increased transportation spending, and increased transportation service levels.
- In an unexpected finding, usual mode of travel is not strongly associated with system element emphasis preferences. For major modes, development emphasis preferences in descending order are as follows:

	MODE			
Emphasis Preference	Auto	Transit	Bicycle	Walk
Highest	LRT	LRT	Walk/Cycle	LRT
	Walk/Cycle	Bus Transit	LRT	Walk/Cycle
	Bus Transit	Walk/Cycle	Bus Transit	Bus Transit
Lowest	Road	Road	Road	Road

Prefer Road Network Emphasis

- Respondents who reside in the northeast and the east sectors are more likely than average to prefer increased road network emphasis. Respondents who reside in the northwest and west sectors are less likely than average to prefer increased road network emphasis.

- Females are more likely than males to prefer increased road network emphasis.

- Respondents who prefer increased emphasis on the road network also tend to have relatively high preferences for increased emphasis on other elements:

    - LRT: 81% prefer additional emphasis
    - Walk/Cycle: 73%
    - Bus Transit: 73%

Prefer Bus Transit Emphasis

- "Continue auto" respondents are less likely to prefer increased bus transit emphasis.

- Respondents aged 18 - 24 are more likely to prefer increased bus transit emphasis, and respondents aged 65+ are less likely than average to prefer increased bus transit emphasis.

- Females are more likely than males to prefer increased bus transit emphasis.

- Respondents who prefer increased emphasis on the bus transit also tend to have relatively high preferences for increased emphasis on other elements:

    - LRT: 90% prefer additional emphasis
    - Walk/Cycle: 77%
    - Road Network: 61%

Prefer LRT System Emphasis

- "Continue auto" respondents are less likely to prefer increased LRT system emphasis.

- Respondents who prefer increased emphasis on the LRT system are slightly less likely than other respondents to also prefer additional emphasis on other elements. The percentage of respondents who prefer increasing LRT system emphasis and also prefer increasing emphasis on the other elements are as follows:

    - Walk/Cycle: 76% prefer additional emphasis
    - Bus Transit: 73%
    - Road Network: 54%

Prefer Walk/Cycle Facility Emphasis

- "Continue auto" respondents are less likely than average to prefer increased emphasis on walk/cycle facility development.

- Preference for walk/cycle facility emphasis declines are age increases to the 55 - 64 year range; for older respondents, preference increases, but remains below average.

- The percentage of respondents who prefer additional emphasis on walk/cycle facilities, who also prefer additional emphasis on other elements are as follows:

- LRT System:	85% prefer additional emphasis
- Bus Transit:	71%
- Road Network:	55%

```
GoPlan Public Opinion Survey - October 1992

Frequency Analysis of Employment

     Respondent employment status            Number    Percent
----------------------------------------     ------    -------

          Employed FT/PT                       494      68.5 %
          Student                               43       6.0 %
          Unemployed                            37       5.1 %
          Homemaker/retired                    147      20.4 %
                                             ------    -------
                   Total                       721     100.0 %

                   Missing Cases = 0
                   Response Percent = 100.0 %
```

8. Question: Are you:

- employed full time or part time,
- a student,
- unemployed, or
- a homemaker or retired?

Frequency Distribution

Over two-thirds of respondents are employed full time or part time, while one quarter are homemakers/retired/ unemployed and six percent are adult students.

Significant Variations

- Employed respondents are less satisfied, and unemployed/homemaker/retired respondents are more satisfied than average.
- Employed respondents are more likely to agree, and student and unemployed respondents are less likely to agree that autos are the most practical mode.
- Employed respondents are less likely, and student and unemployed respondents are more likely than average to report willingness to use transit more, rather than autos.
- A similar relationship was observed for willingness to ride share, and for acceptance of increased housing density.
- With respect to usual travel mode, employed respondents are more likely to drive autos, and less likely to use transit. Students are less likely to drive autos, and more likely to ride share, use transit, or walk. The other respondents are less likely to drive autos, and more likely to use transit.
- Greater-than-average proportions of respondents aged 25 - 54 years are employed, while most students are aged 18 - 24 years.
- Unemployed respondents are concentrated in the 25 - 54 year age groups, while homemaker/retired respondents are primarily age 55+.
- A larger proportion of males are employed and unemployed, and a larger proportion of females are homemakers/retired.

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GoPlan Public Opinion Survey - October 1992

Frequency Analysis of Usual mode, employed/students only

         Usual travel mode                     Number    Percent
---------------------------------------        ------    -------

             Auto alone                          345      64.2 %
             Car pool                             41       7.6 %
             Transit                              91      16.9 %
             Bicycle                              18       3.4 %
             Walking                              40       7.4 %
             Other                                 2       0.4 %
                                               ------    -------
                  Total                          537     100.0 %

                  Missing Cases = 0
                  Response Percent = 100.0 %
```

```
GoPlan Public Opinion Survey - October 1992

Frequency Analysis of Usual mode, unemployed/homemaker/retired only

         Usual travel mode                     Number    Percent
---------------------------------------        ------    -------

             Auto alone                          112      60.9 %
             Car pool                              7       3.8 %
             Transit                              49      26.6 %
             Bicycle                               2       1.1 %
             Walking                               9       4.9 %
             Other                                 5       2.7 %
                                               ------    -------
                  Total                          184     100.0 %

                  Missing Cases = 0
                  Response Percent = 100.0 %
```

```
GoPlan Public Opinion Survey - October 1992

Frequency Analysis of Usual mode

         Usual travel mode                     Number    Percent
---------------------------------------        ------    -------

             Auto alone                          457      63.4 %
             Car pool                             48       6.7 %
             Transit                             140      19.4 %
             Bicycle                              20       2.8 %
             Walking                              49       6.8 %
             Other                                 7       1.0 %
                                               ------    -------
                  Total                          721     100.0 %

                  Missing Cases = 0
                  Response Percent = 100.0 %
```

9a. Question: (Employed/students only). How do you most often travel to and from work/school?

9b. Question: (All other respondents.) How do you most often travel in Calgary?

Frequency Distribution

For the sample as a whole, nearly two-thirds of respondents indicate they usually travel in automobiles as the single vehicle occupant. Slightly less than one-fifth usually travel by transit. All of the other modes each account for less than ten percent of the total.

Significant Variations

- Transit riders are also more likely to cite "increase transit efficiency" and "improve bus access/frequency". Greater-than-average proportions of auto drivers identified the need to improve the existing network, and expand the road network as top-of-mind issues.
- Automobile users (single-occupant and ride-share modes) are more likely than average to advocate continuing the current level of automobile use. Transit, bicycle, and walk mode respondents are more likely to advocate increased use of non-auto modes instead.
- Automobile-mode respondents (single occupant and ride share) are more likely than average to agree that automobiles are the most practical method of transportation. Less than one-half of the transit, bicycle and walk mode respondents agree with that statement.
- Auto drivers are less willing, and transit, bicycle, and walk mode respondents are more willing than average to walk or cycle more, rather than using autos. Auto users (single occupants and ride share) are less willing, and transit, bicycle, and walk mode respondents are more likely to report willingness to use transit more, rather than using autos.
- Auto drivers are less likely, and transit users are more likely to prefer increased transportation spending levels.
- Single-occupant auto-mode respondents are more likely to prefer increased road network emphasis, and bicycle and walk mode respondents are more likely than average to prefer reduced road network emphasis.

- A greater-than-average proportion of employed respondents usually travel by auto alone, car pool, and bicycle. Larger-than-average proportions of students usually travel by car pool and walking, and a larger-than-average proportion of homemakers/retired respondents travel by transit.

- Respondents who reside in the central sector are less likely to travel by auto alone, and more likely to travel by transit, bicycle, or walking. Respondents from the southwest sector are more likely than average to car pool, and less likely than average to travel by transit. Respondents from the southeast quadrant are less likely than average to travel by transit.

- Respondents aged 18 - 24 years are more likely than average to travel by walking. Respondents aged 25 - 44 are more likely to travel by auto alone, as are respondents aged 55 - 64 years. Respondents aged 65+ are less likely than average to travel by auto alone, and more likely to travel by transit.

- Males are more likely to travel by auto alone, bicycle, and walking. Females are more likely to travel by ride sharing or transit.

GoPlan Public Opinion Survey - October 1992

Frequency Analysis

(N=721)	Strongly disagree	Disagree	Neutral	Agree	Strongly agree	Total
Environment motivator to use auto less	49 10.7	45 9.8	110 24.1	132 28.9	121 26.5	457 100.0
Congestion motivator to use auto less	59 12.9	52 11.4	106 23.2	130 28.4	110 24.1	457 100.0
Higher costs motivator to use auto less	70 15.3	68 14.9	116 25.4	114 24.9	89 19.5	457 100.0
Transit convenience motivator to use auto less	43 9.4	30 6.6	62 13.6	132 28.9	190 41.6	457 100.0

10. **Question**: (For private auto alone respondents only.) I would like to know how much you agree with each of the following statements. Again, please use a five-point scale, where "1" means you completely disagree, and "5" means you totally agree.

a. concern for the environment will motivate me to use private auto less in the future.

b. increasing road congestion and time delay would motivate me to use private auto less in the future.

c. higher travel costs would motivate me to use private auto less in the future.

d. more convenient transit would motivate me to use private auto less in the future.

Frequency Distribution

On balance, the single-occupant auto mode users agreed with each of the statements. Mean values are as follows:

- environment motivator	3.51
- congestion motivator	3.39
- higher cost motivator	3.18
- transit convenience motivator	3.87

However, for the first three statements, negative values are in the range of 20 to 30%. For the transit convenience motivator statement, negatives are only 16%.

Significant Variations

- Single-occupant auto mode users are more likely than other mode respondents to advocate continued use of the automobile at current levels. However, only 16% of these respondents advocate that position, compared to 14% for the entire sample.

- Although their numbers are small, the "Continue Auto" respondents are much less likely to agree with any of the four auto use reduction motivators.

- Agreement with the environmental motivator statement is associated with location of residence. Respondents from the northwest and east sectors are more likely to agree with the environment motivator statement, and

respondents from the southeast and south sectors are less likely to agree.

- Agreement with the congestion motivator statement is associated with location of residence. Respondents from the north and northeast sectors are more likely to agree, and respondents from the east and southeast sectors are less likely to agree with the congestion motivator statement.

- For Auto Alone mode respondents only, increasing road congestion and time delay is more likely to motivate respondents aged 18 - 24, and less likely to motivate respondents aged 55+ to use private auto less in the future.

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GoPlan Public Opinion Survey - October 1992

Frequency Analysis of Age Group

             Age group                          Number    Percent
                                                ------    -------
-----------------------------------------

               18-24                                72     10.0 %
               25-44                               385     53.6 %
               45-54                               110     15.3 %
               55-64                                68      9.5 %
               65+                                  83     11.6 %
                                                ------    -------
                  Total                            718    100.0 %

                  Missing Cases = 3
                  Response Percent =  99.6 %
```

11. Question: Finally, for classification purposes, what is your age?

Frequency Distribution

Reported ages ranged from 18 to 85 years. Respondents' ages were recoded into the categories indicated, to better correspond to available civic census information.

Significant Variations

- Respondents from the youngest and oldest age categories are more satisfied in general with the transportation system.
- Some variations were noted in top-of-mind issues identified by age:
    - relatively higher proportions of respondents in the youngest and oldest age groups identified the need for LRT expansion as a top-of-mind issue;
    - respondents in the oldest age category are slightly more likely to cite the need to promote and encourage transit use, and to improve disabled transit access.
- Respondents in the youngest age category are more likely, and respondents in the oldest age category are less likely to agree that work location influences choice of home location.
- Respondents aged 25 - 54 years are more likely to agree that the automobile is the most practical method of transportation.
- Respondents in the youngest age category are more willing, and respondents aged 45 - 64 are less willing to ride share more, rather than using autos alone.
- Respondents aged 18 - 44 years are more likely to prefer increased emphasis on bus transit and pedestrian/cycling facility development over the long term.
- Both employment and unemployment is concentrated amongst respondents aged 25 - 54 years. Most students are aged 18 - 24 years. Most homemaker/retired respondents are aged 55+.
- Auto Alone mode respondents are concentrated in the 25 - 64 year age range. Ride Share mode respondents are concentrated in the 25 - 54 year age range. A relatively

large proportion of respondents aged 65+ usually use public transit. Bicycle mode respondents are concentrated in the 25 - 44 year age group. Larger-than-average proportions of walk mode respondents are aged 18 - 24 and 45 - 54 years.

- For Auto Alone mode respondents only, increasing road congestion and time delay is more likely to motivate respondents aged 18 - 24, and less likely to motivate respondents aged 55+ to use private auto less in the future.

```
Frequency Analysis of Sex

          Respondent sex                        Number    Percent
----------------------------------------        ------    -------

               Male                               376      52.1 %
               Female                             345      47.9 %
                                                ------    -------
                  Total                           721     100.0 %

                  Missing Cases = 0
                  Response Percent = 100.0 %
```

12. Question: Note sex of respondent.

Significant Variations

- Females are more likely than males to:
    - agree that maintaining the safety of the transportation system should be a higher priority;
    - be willing to use transit more, rather than using autos;
    - be willing to ride share or car pool more, rather than using autos alone;
    - prefer that the level of transportation service be improved over the long term;
    - prefer the road network and bus transit elements of the system receive increased emphasis over the long term;
    - be retired or homemakers; and
    - most often travel by public transit.
- Females are less likely than males to:
    - be employed or unemployed; and
    - usually travel by automobile as the single occupant.

5.0 SUMMARY AND CONCLUSIONS

5.1 SUMMARY

Key findings from the analysis are summarized in this section. The term "top-of-mind" relates to responses given without prompting.

Data Quality

- The quality of the data is very good. Inferences can be drawn from the sample to the population with confidence.

High Satisfaction with System

- At present, Calgarians are characterized by their high level of satisfaction with the transportation system.

Public Transit Number One Top-of-Mind Issue

- A variety of "top-of-mind" issues were identified. The most significant category of long-term issues is related to the development and operation of public transit. The second major category of issues is related to auto mode travel, and the road network. Issues related to other modes, and other issues were identified by small proportions of respondents. Environmental concerns were not identified by respondents as a major "top-of-mind" transportation-related issue.

Safety not a Top-of-Mind Issue

- Making transportation system safety a higher priority appears to be a "motherhood" issue, although again, it was not identified as a top-of-mind issue.

Behaviour Contradicts Opinion

- There is overwhelming support for the notion that other modes should be used instead of automobiles. However, there is clearly considerable dissonance between opinions and behaviour, as two-thirds of the survey respondents usually travel alone in automobiles.

- Virtually all of the respondents are champions of the environment, and would prefer to see the development of a more environmentally-friendly transportation system. Again, this opinion is in marked contrast to respondents' own identification of top-of-mind issues (the environment was virtually never mentioned) and their current auto-using behaviour.

- Most auto users claim other modes should be used more often, however, around one-quarter of the single-

occupant auto mode users are avowedly committed to continued auto use.

Long-Term Preference for Balanced System with LRT Emphasis

- In general, the preferred long-term emphasis is for LRT system development, followed by walk/cycle facilities, and bus transit. The lowest preference for long-term emphasis is the road network, regardless of mode currently used. (However, more than half of the respondents prefer increased emphasis on the road network.)
- Although the greatest preferences for long-term development emphasis were for non-auto modes, two-thirds of respondents agreed that the automobile is the most practical method of transportation for themselves, and less than one-half indicated they would be willing to use non-auto modes more.

Motivators for Reduced Auto Use

- Various proportions (ranging from 44% to 71%) of auto users claim they would be motivated to use private auto less if transit were more convenient, for environmental reasons, to escape road congestion and time delay, or to avoid higher travel costs.

Opposition to Increased Density

- Considerable resistance was noted to the concept of increasing housing densities to improve transportation system efficiency.

Work Location Has Little Influence on Home Location

- Less than one-half of the respondents agreed that work location influences their choice of home location.

Conflicting Expectations

- Around two-thirds of the members of the sample prefer that transportation spending be maintained at its current level, with nearly one-third preferring increased spending. However, over three-quarters seek improved transportation service levels.

Other Findings

- A large number of significant associations amongst variables were noted, and are detailed in the text.

5.2 *CONCLUSIONS*

Several conclusions can be drawn from the analysis of the GoPlan Public Opinion Survey data:

- Calgarians are interested in the GoPlan project, and are generally quite willing to voice opinions on transportation issues.

- The findings suggest that there is a developing consensus that the current high level of automobile usage cannot be maintained in the long term. This does *not* mean Calgarians are now ready to accept the perceived penalties (higher costs, and less convenience, privacy, freedom, etc.) of a major policy tilt away from auto use, in favour of other modes.

- There is a marked preference among Calgarians for expansion and development of the LRT system, and for long-term development of walk and cycle facilities. Development of bus transit is also favoured, although at a lower level. However, most respondents also favour additional emphasis on road network development.

- Improving the convenience of use of the public transit system is seen as a powerful motivator for changing transportation behaviour. Other motivators are essentially related to the provision of incentives through development, expansion and promotion of non-auto modes, rather than through the imposition of disincentives for auto use.

- Concern for the environment is also seen as a motivator to change behaviour. But the utility of this motivator may be more apparent than real, because virtually no respondents identified environmental concerns as a major transportation issue.

- Some significant differences in patterns of opinion were noted with respect to age, usual mode used, employment status, sex, etc. In general, it appears that the greatest resistance to change is located in the mid-age group, male, employed, auto-driving population.

- Initially, it appears likely that the least difficult opportunities for opinion - and ultimately behaviour - change are associated with younger age groups, and with females. However, large proportions of respondents of all types apparently recognize conceptually that changes in transportation behaviour may be imminent, are potentially desirable, and are probably inevitable in the long term.

- Despite the apparent consensus, there is an enormous gulf between opinions and behaviour. This finding is critically important, and suggests very strongly that most respondents have not yet developed a reasoned, settled opinion on transportation issues. If this is the case, it is highly probable that considerable resistance to change will be observed as the GoPlan project evolves. Such resistance may even spring from Calgarians who espouse the "correct" opinions on environmental protection, mode change, urban form, etc. as the costs of changing their own behaviour come into clearer focus.

- However, the breadth of the consensus in opinion suggests that significant potential for fundamental changes in transportation behaviour does exist, because opinion change is the first step in behaviour change.

- The GoPlan project can play a beneficial role in facilitating the development of reasoned public opinions through continued education, surveys, workshops and the presentation of trade-offs and options. This process will aid Calgarians in developing settled positions on issues related to transportation planning.

MULTIVARIATE TABLES

- General Transportation System Satisfaction Level
- Continue Auto Use
- Preferred Transportation Spending Level
- Preferred Transportation Service Level

APPENDIX A-1

GoPlan Public Opinion Survey - October 1992

(N=721)

	General transportation system satisfaction level					Continue auto use or use other modes more		Preferred transportation spending level			Preferred transportation service level			TOTAL
	Very dissatisfied	Dissatisfied	Neutral	Satisfied	Very satisfied	Continue auto	Other modes	Increased	Same	Decreased	Improved	Same	Reduced	
TOTAL	14	36	198	326	144	101	610	218	438	48	551	159	9	721
	1.9	5.0	27.6	45.4	20.1	14.2	85.8	31.0	62.2	6.8	76.6	22.1	1.3	100.0
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
General transportation system satisfaction level														
Very dissatisfied	14	0	0	0	0	8	6	7	4	2	9	3	2	14
	100.0	0.0	0.0	0.0	0.0	57.1	42.9	53.8	30.8	15.4	64.3	21.4	14.3	100.0
	100.0	0.0	0.0	0.0	0.0	7.9	1.0	3.2	0.9	4.2	1.6	1.9	22.2	1.9
Dissatisfied	0	36	0	0	0	3	31	11	21	2	30	5	1	36
	0.0	100.0	0.0	0.0	0.0	8.8	91.2	32.4	61.8	5.9	83.3	13.9	2.8	100.0
	0.0	100.0	0.0	0.0	0.0	3.0	5.1	5.0	4.8	4.2	5.5	3.1	11.1	5.0
Neutral	0	0	198	0	0	28	169	58	120	17	152	42	3	198
	0.0	0.0	100.0	0.0	0.0	14.2	85.8	29.7	61.5	8.7	77.2	21.3	1.5	100.0
	0.0	0.0	100.0	0.0	0.0	27.7	27.8	26.6	27.5	35.4	27.7	26.4	33.3	27.6
Satisfied	0	0	0	326	0	43	279	100	207	13	249	73	3	326
	0.0	0.0	0.0	100.0	0.0	13.4	86.6	31.3	64.7	4.1	76.6	22.5	0.9	100.0
	0.0	0.0	0.0	100.0	0.0	42.6	46.0	45.9	47.5	27.1	45.4	45.9	33.3	45.4
Very satisfied	0	0	0	0	144	19	122	42	84	14	108	36	0	144
	0.0	0.0	0.0	0.0	100.0	13.5	86.5	30.0	60.0	10.0	75.0	25.0	0.0	100.0
	0.0	0.0	0.0	0.0	100.0	18.8	20.1	19.3	19.3	29.2	19.7	22.6	0.0	20.1

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	General transportation system satisfaction level					Continue auto use or use other modes more		Preferred transportation spending level			Preferred transportation service level			TOTAL
	Very dissatisfied	Dissatisfied	Neutral	Satisfied	Very satisfied	Continue auto	Other modes	Increased	Same	Decreased	Improved	Same	Reduced	
Most important long term issue														
Expand LRT	0 0.0 0.0	7 5.6 20.6	30 23.8 16.8	62 49.2 21.2	27 21.4 24.1	8 6.4 10.5	117 93.6 21.3	46 37.1 22.9	71 57.3 18.7	7 5.6 17.1	106 84.1 21.8	19 15.1 14.1	1 0.8 11.1	126 100.0 19.9
Transit security	1 7.7 7.1	0 0.0 0.0	7 53.8 3.9	4 30.8 1.4	1 7.7 0.9	2 15.4 2.6	11 84.6 2.0	1 7.7 0.5	10 76.9 2.6	2 15.4 4.9	10 76.9 2.1	3 23.1 2.2	0 0.0 0.0	13 100.0 2.1
LRT/road traffic conflict	0 0.0 0.0	1 8.3 2.9	5 41.7 2.8	4 33.3 1.4	2 16.7 1.8	3 25.0 3.9	9 75.0 1.6	5 41.7 2.5	6 50.0 1.6	1 8.3 2.4	10 83.3 2.1	2 16.7 1.5	0 0.0 0.0	12 100.0 1.9
LRT underground	0 0.0 0.0	1 10.0 2.9	1 10.0 0.6	7 70.0 2.4	1 10.0 0.9	1 10.0 1.3	9 90.0 1.6	3 30.0 1.5	5 50.0 1.3	2 20.0 4.9	8 80.0 1.6	1 10.0 0.7	1 10.0 11.1	10 100.0 1.6
Increase transit efficiency	3 6.0 21.4	0 0.0 0.0	18 36.0 10.1	23 46.0 7.9	6 12.0 5.4	3 6.1 3.9	46 93.9 8.4	12 24.5 6.0	34 69.4 8.9	3 6.1 7.3	42 84.0 8.6	7 14.0 5.2	1 2.0 11.1	50 100.0 7.9
Promote encourage transit use	2 4.7 14.3	0 0.0 0.0	11 25.6 6.1	21 48.8 7.2	9 20.9 8.0	4 9.3 5.3	39 90.7 7.1	23 56.1 11.4	15 36.6 3.9	3 7.3 7.3	33 76.7 6.8	8 18.6 5.9	2 4.7 22.2	43 100.0 6.8
Improve bus access/frequency	3 7.3 21.4	5 12.2 14.7	13 31.7 7.3	14 34.1 4.8	6 14.6 5.4	7 16.7 9.2	35 83.3 6.4	15 35.7 7.5	23 54.8 6.1	4 9.5 9.8	34 81.0 7.0	6 14.3 4.4	2 4.8 22.2	42 100.0 6.6
Improve disabled transit access	0 0.0 0.0	2 13.3 5.9	2 13.3 1.1	6 40.0 2.1	5 33.3 4.5	1 6.7 1.3	14 93.3 2.5	7 46.7 3.5	8 53.3 2.1	0 0.0 0.0	12 80.0 2.5	3 20.0 2.2	0 0.0 0.0	15 100.0 2.4
Improve CBD parking	0 0.0 0.0	0 0.0 0.0	2 33.3 1.1	3 50.0 1.0	1 16.7 0.9	1 16.7 1.3	5 83.3 0.9	1 16.7 0.5	5 83.3 1.3	0 0.0 0.0	4 66.7 0.8	2 33.3 1.5	0 0.0 0.0	6 100.0 0.9
Peak period CBD traffic	0 0.0 0.0	1 3.6 2.9	11 39.3 6.1	13 46.4 4.5	3 10.7 2.7	3 10.3 3.9	26 89.7 4.7	8 28.6 4.0	17 60.7 4.5	3 10.7 7.3	21 72.4 4.3	8 27.6 5.9	0 0.0 0.0	29 100.0 4.6
Residential traffic volume	1 7.7 7.1	0 0.0 0.0	4 30.8 2.2	6 46.2 2.1	2 15.4 1.8	2 18.2 2.6	9 81.8 1.6	3 23.1 1.5	9 69.2 2.4	1 7.7 2.4	9 69.2 1.8	4 30.8 3.0	0 0.0 0.0	13 100.0 2.1
Improve existing network	1 2.4 7.1	3 7.3 8.8	7 17.1 3.9	20 48.8 6.8	10 24.4 8.9	8 20.0 10.5	32 80.0 5.8	11 26.8 5.5	26 63.4 6.8	4 9.8 9.8	24 60.0 4.9	16 40.0 11.9	0 0.0 0.0	41 100.0 6.5

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	General transportation system satisfaction level					Continue auto use or use other modes more		Preferred transportation spending level			Preferred transportation service level			TOTAL
	Very dissatis fied	Dissatis fied	Neutral	Satisfie d	Very satisfie d	Continue auto	Other modes	Increase d	Same	Decrease d	Improved	Same	Reduced	
Most important long term issue (Cont.)														
Intersection improvements	0 0.0 0.0	3 15.8 8.8	5 26.3 2.8	9 47.4 3.1	2 10.5 1.8	5 27.8 6.6	13 72.2 2.4	4 21.1 2.0	14 73.7 3.7	1 5.3 2.4	13 68.4 2.7	6 31.6 4.4	0 0.0 0.0	19 100.0 3.0
Network expansion	1 3.0 7.1	1 3.0 2.9	8 24.2 4.5	19 57.6 6.5	4 12.1 3.6	9 27.3 11.8	24 72.7 4.4	15 46.9 7.5	17 53.1 4.5	0 0.0 0.0	27 81.8 5.5	6 18.2 4.4	0 0.0 0.0	33 100.0 5.2
Improve outer area access	0 0.0 0.0	1 6.3 2.9	5 31.3 2.8	5 31.3 1.7	5 31.3 4.5	3 18.8 3.9	13 81.3 2.4	3 18.8 1.5	13 81.3 3.4	0 0.0 0.0	11 68.8 2.3	5 31.3 3.7	0 0.0 0.0	16 100.0 2.5
East/West travel improvemnet	0 0.0 0.0	2 4.7 5.9	13 30.2 7.3	21 48.8 7.2	7 16.3 6.3	6 14.0 7.9	37 86.0 6.7	12 27.9 6.0	30 69.8 7.9	1 2.3 2.4	32 74.4 6.6	11 25.6 8.1	0 0.0 0.0	43 100.0 6.8
Spend/plan smarter	0 0.0 0.0	2 8.7 5.9	5 21.7 2.8	10 43.5 3.4	6 26.1 5.4	4 18.2 5.3	18 81.8 3.3	6 27.3 3.0	14 63.6 3.7	2 9.1 4.9	14 60.9 2.9	9 39.1 6.7	0 0.0 0.0	23 100.0 3.6
Bicycle facilities	0 0.0 0.0	1 3.0 2.9	16 48.5 8.9	12 36.4 4.1	4 12.1 3.6	2 6.1 2.6	31 93.9 5.6	8 25.8 4.0	19 61.3 5.0	4 12.9 9.8	21 65.6 4.3	10 31.3 7.4	1 3.1 11.1	33 100.0 5.2
Pedestrian facilities	0 0.0 0.0	0 0.0 0.0	3 50.0 1.7	3 50.0 1.0	0 0.0 0.0	0 0.0 0.0	6 100.0 1.1	4 66.7 2.0	2 33.3 0.5	0 0.0 0.0	6 100.0 1.2	0 0.0 0.0	0 0.0 0.0	6 100.0 0.9
Other	0 0.0 0.0	1 8.3 2.9	4 33.3 2.2	6 50.0 2.1	1 8.3 0.9	0 0.0 0.0	12 100.0 2.2	3 25.0 1.5	9 75.0 2.4	0 0.0 0.0	11 91.7 2.3	1 8.3 0.7	0 0.0 0.0	12 100.0 1.9
Traffic congestion	2 4.2 14.3	3 6.3 8.8	9 18.8 5.0	24 50.0 8.2	10 20.8 8.9	4 8.3 5.3	44 91.7 8.0	11 23.4 5.5	33 70.2 8.7	3 6.4 7.3	39 81.3 8.0	8 16.7 5.9	1 2.1 11.1	48 100.0 7.6

(N=721)

	General transportation system satisfaction level					Continue auto use or use other modes more		Preferred transportation spending level			Preferred transportation service level			TOTAL
	Very dissatisfied	Dissatisfied	Neutral	Satisfied	Very satisfied	Continue auto	Other modes	Increased	Same	Decreased	Improved	Same	Reduced	
Continue auto use or use other modes more														
Continue auto	8	3	28	43	19	101	0	29	59	10	68	30	3	101
	7.9	3.0	27.7	42.6	18.8	100.0	0.0	29.6	60.2	10.2	67.3	29.7	3.0	100.0
	57.1	8.8	14.2	13.4	13.5	100.0	0.0	13.4	13.7	21.7	12.4	19.5	33.3	14.2
Other modes	6	31	169	279	122	0	610	188	372	36	479	124	6	610
	1.0	5.1	27.8	46.0	20.1	0.0	100.0	31.5	62.4	6.0	78.7	20.4	1.0	100.0
	42.9	91.2	85.8	86.6	86.5	0.0	100.0	86.6	86.3	78.3	87.6	80.5	66.7	85.8
Develop environmentally friendly system														
Strongly disagree	2	1	5	8	4	7	13	7	10	3	16	3	1	20
	10.0	5.0	25.0	40.0	20.0	35.0	65.0	35.0	50.0	15.0	80.0	15.0	5.0	100.0
	14.3	2.8	2.5	2.5	2.8	6.9	2.1	3.2	2.3	6.3	2.9	1.9	11.1	2.8
Disagree	0	4	13	11	2	7	21	9	18	3	18	10	2	30
	0.0	13.3	43.3	36.7	6.7	25.0	75.0	30.0	60.0	10.0	60.0	33.3	6.7	100.0
	0.0	11.1	6.6	3.4	1.4	6.9	3.4	4.1	4.1	6.3	3.3	6.3	22.2	4.2
Neutral	0	4	20	50	19	18	74	16	70	7	61	31	1	93
	0.0	4.3	21.5	53.8	20.4	19.6	80.4	17.2	75.3	7.5	65.6	33.3	1.1	100.0
	0.0	11.1	10.1	15.4	13.3	17.8	12.2	7.4	16.0	14.6	11.1	19.5	11.1	12.9
Agree	3	11	59	88	34	32	163	50	127	13	148	48	1	197
	1.5	5.6	30.3	45.1	17.4	16.4	83.6	26.3	66.8	6.8	75.1	24.4	0.5	100.0
	21.4	30.6	29.8	27.1	23.8	31.7	26.8	23.0	29.1	27.1	26.9	30.2	11.1	27.4
Strongly agree	9	16	101	168	84	37	338	135	212	22	307	67	4	379
	2.4	4.2	26.7	44.4	22.2	9.9	90.1	36.6	57.5	6.0	81.2	17.7	1.1	100.0
	64.3	44.4	51.0	51.7	58.7	36.6	55.5	62.2	48.5	45.8	55.8	42.1	44.4	52.7

(N=721)

	General transportation system satisfaction level					Continue auto use or use other modes more		Preferred transportation spending level			Preferred transportation service level			TOTAL
	Very dissatisfied	Dissatisfied	Neutral	Satisfied	Very satisfied	Continue auto	Other modes	Increased	Same	Decreased	Improved	Same	Reduced	
Work location influences home location														
Strongly disagree	4 2.6 30.8	6 3.8 16.7	39 25.0 20.0	74 47.4 23.5	33 21.2 24.6	29 18.8 30.9	125 81.2 21.1	41 27.0 19.3	100 65.8 23.5	11 7.2 24.4	120 77.4 22.5	32 20.6 21.1	3 1.9 33.3	156 100.0 22.4
Disagree	1 1.1 7.7	3 3.3 8.3	35 38.0 17.9	44 47.8 14.0	9 9.8 6.7	16 17.4 17.0	76 82.6 12.8	28 30.8 13.2	57 62.6 13.4	6 6.6 13.3	67 73.6 12.6	22 24.2 14.5	2 2.2 22.2	92 100.0 13.2
Neutral	1 0.8 7.7	7 5.6 19.4	34 27.2 17.4	58 46.4 18.4	25 20.0 18.7	14 11.4 14.9	109 88.6 18.4	41 33.3 19.3	77 62.6 18.1	5 4.1 11.1	94 75.2 17.6	30 24.0 19.7	1 0.8 11.1	125 100.0 18.0
Agree	4 3.4 30.8	4 3.4 11.1	32 26.9 16.4	70 58.8 22.2	9 7.6 6.7	19 16.2 20.2	98 83.8 16.5	39 33.3 18.4	74 63.2 17.4	4 3.4 8.9	93 78.2 17.4	25 21.0 16.4	1 0.8 11.1	119 100.0 17.1
Strongly agree	3 1.5 23.1	16 8.0 44.4	55 27.4 28.2	69 34.3 21.9	58 28.9 43.3	16 8.0 17.0	185 92.0 31.2	63 31.7 29.7	117 58.8 27.5	19 9.5 42.2	159 77.9 29.8	43 21.1 28.3	2 1.0 22.2	204 100.0 29.3
Auto most practical mode														
Strongly disagree	3 5.1 21.4	2 3.4 5.6	13 22.0 6.6	20 33.9 6.1	21 35.6 14.6	3 5.1 3.0	56 94.9 9.2	25 43.9 11.5	28 49.1 6.4	4 7.0 8.3	51 86.4 9.3	7 11.9 4.4	1 1.7 11.1	59 100.0 8.2
Disagree	1 1.3 7.1	1 1.3 2.8	22 28.2 11.1	43 55.1 13.2	11 14.1 7.6	5 6.4 5.0	73 93.6 12.0	27 36.5 12.4	44 59.5 10.0	3 4.1 6.3	58 74.4 10.5	19 24.4 11.9	1 1.3 11.1	78 100.0 10.8
Neutral	0 0.0 0.0	8 7.3 22.2	23 21.1 11.6	56 51.4 17.2	22 20.2 15.3	7 6.5 6.9	101 93.5 16.6	39 36.4 17.9	63 58.9 14.4	5 4.7 10.4	86 80.4 15.6	21 19.6 13.2	0 0.0 0.0	109 100.0 15.1
Agree	1 0.7 7.1	4 2.8 11.1	51 35.4 25.8	73 50.7 22.4	15 10.4 10.4	18 12.7 17.8	124 87.3 20.3	39 27.5 17.9	95 66.9 21.7	8 5.6 16.7	108 74.5 19.6	35 24.1 22.0	2 1.4 22.2	145 100.0 20.1
Strongly agree	9 2.7 64.3	21 6.4 58.3	89 27.1 44.9	134 40.9 41.1	75 22.9 52.1	68 21.0 67.3	256 79.0 42.0	88 27.2 40.4	208 64.2 47.5	28 8.6 58.3	248 75.2 45.0	77 23.3 48.4	5 1.5 55.6	330 100.0 45.8

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	General transportation system satisfaction level					Continue auto use or use other modes more		Preferred transportation spending level			Preferred transportation service level			TOTAL
	Very dissatisfied	Dissatisfied	Neutral	Satisfied	Very satisfied	Continue auto	Other modes	Increased	Same	Decreased	Improved	Same	Reduced	
Maintain system safety														
Strongly disagree	2 8.7 14.3	0 0.0 0.0	7 30.4 3.5	10 43.5 3.1	4 17.4 2.8	2 9.1 2.0	20 90.9 3.3	5 23.8 2.3	13 61.9 3.0	3 14.3 6.3	13 59.1 2.4	6 27.3 3.8	3 13.6 33.3	23 100.0 3.2
Disagree	0 0.0 0.0	4 10.8 11.1	8 21.6 4.0	22 59.5 6.8	3 8.1 2.1	9 24.3 9.0	28 75.7 4.6	13 35.1 6.0	19 51.4 4.3	5 13.5 10.4	20 54.1 3.6	17 45.9 10.7	0 0.0 0.0	37 100.0 5.1
Neutral	1 0.6 7.1	16 9.8 44.4	49 29.9 24.7	70 42.7 21.6	28 17.1 19.4	26 16.0 26.0	136 84.0 22.3	37 23.1 17.1	117 73.1 26.7	6 3.8 12.5	117 71.3 21.3	45 27.4 28.3	2 1.2 22.2	165 100.0 22.9
Agree	3 1.4 21.4	8 3.8 22.2	57 26.9 28.8	105 49.5 32.4	39 18.4 27.1	18 8.5 18.0	193 91.5 31.7	62 29.7 28.6	139 66.5 31.7	8 3.8 16.7	165 77.5 30.1	47 22.1 29.6	1 0.5 11.1	213 100.0 29.6
Strongly agree	8 2.9 57.1	8 2.9 22.2	77 27.5 38.9	117 41.8 36.1	70 25.0 48.6	45 16.2 45.0	232 83.8 38.1	100 36.2 46.1	150 54.3 34.2	26 9.4 54.2	234 83.3 42.6	44 15.7 27.7	3 1.1 33.3	281 100.0 39.1
Walk/cycle more rather than auto														
Strongly disagree	4 3.3 28.6	6 4.9 16.7	38 30.9 19.2	54 43.9 16.7	21 17.1 15.1	40 33.6 40.0	79 66.4 13.1	35 28.9 16.1	76 62.8 17.6	10 8.3 20.8	85 69.7 15.5	34 27.9 21.9	3 2.5 33.3	123 100.0 17.2
Disagree	0 0.0 0.0	2 2.5 5.6	22 27.2 11.1	45 55.6 13.9	12 14.8 8.6	17 21.5 17.0	62 78.5 10.3	26 32.9 12.0	46 58.2 10.6	7 8.9 14.6	59 72.8 10.8	19 23.5 12.3	3 3.7 33.3	81 100.0 11.3
Neutral	4 2.5 28.6	7 4.5 19.4	49 31.2 24.7	66 42.0 20.4	31 19.7 22.3	21 13.5 21.0	135 86.5 22.4	39 25.2 18.0	108 69.7 25.0	8 5.2 16.7	121 77.1 22.1	35 22.3 22.6	1 0.6 11.1	157 100.0 22.0
Agree	2 1.2 14.3	11 6.5 30.6	44 25.9 22.2	84 49.4 25.9	29 17.1 20.9	16 9.3 16.0	156 90.7 25.8	61 35.9 28.1	99 58.2 22.9	10 5.9 20.8	139 80.3 25.4	34 19.7 21.9	0 0.0 0.0	173 100.0 24.2
Strongly agree	4 2.2 28.6	10 5.6 27.8	45 25.0 22.7	75 41.7 23.1	46 25.6 33.1	6 3.4 6.0	172 96.6 28.5	56 32.6 25.8	103 59.9 23.8	13 7.6 27.1	144 80.4 26.3	33 18.4 21.3	2 1.1 22.2	180 100.0 25.2

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	General transportation system satisfaction level					Continue auto use or use other modes more		Preferred transportation spending level			Preferred transportation service level			TOTAL
	Very dissatisfied	Dissatisfied	Neutral	Satisfied	Very satisfied	Continue auto	Other modes	Increased	Same	Decreased	Improved	Same	Reduced	
Transit more rather than auto														
Strongly disagree	6 5.6 42.9	7 6.5 19.4	34 31.5 17.2	40 37.0 12.3	21 19.4 14.8	41 39.0 40.6	64 61.0 10.5	26 24.8 11.9	71 67.6 16.3	8 7.6 16.7	74 68.5 13.5	31 28.7 19.6	3 2.8 33.3	108 100.0 15.0
Disagree	0 0.0 0.0	6 6.0 16.7	32 32.0 16.2	51 51.0 15.7	11 11.0 7.7	21 21.4 20.8	77 78.6 12.7	25 25.3 11.5	68 68.7 15.6	6 6.1 12.5	73 73.0 13.3	26 26.0 16.5	1 1.0 11.1	100 100.0 13.9
Neutral	0 0.0 0.0	7 4.4 19.4	49 30.6 24.7	73 45.6 22.5	31 19.4 21.8	20 12.5 19.8	140 87.5 23.0	39 24.5 17.9	110 69.2 25.3	10 6.3 20.8	113 69.8 20.5	47 29.0 29.7	2 1.2 22.2	162 100.0 22.6
Agree	0 0.0 0.0	13 7.7 36.1	41 24.3 20.7	88 52.1 27.1	27 16.0 19.0	11 6.5 10.9	159 93.5 26.2	64 38.3 29.4	95 56.9 21.8	8 4.8 16.7	135 79.4 24.5	34 20.0 21.5	1 0.6 11.1	170 100.0 23.7
Strongly agree	8 4.5 57.1	3 1.7 8.3	42 23.6 21.2	73 41.0 22.5	52 29.2 36.6	8 4.5 7.9	168 95.5 27.6	64 37.4 29.4	91 53.2 20.9	16 9.4 33.3	155 87.6 28.2	20 11.3 12.7	2 1.1 22.2	178 100.0 24.8
Rideshare more rather than auto														
Strongly disagree	3 2.6 21.4	7 6.1 19.4	29 25.4 14.7	51 44.7 16.0	24 21.1 16.7	32 28.6 32.0	80 71.4 13.3	36 31.9 16.7	70 61.9 16.2	7 6.2 14.6	89 78.1 16.4	24 21.1 15.3	1 0.9 11.1	114 100.0 16.0
Disagree	1 1.1 7.1	4 4.5 11.1	31 34.8 15.7	38 42.7 11.9	15 16.9 10.4	20 22.7 20.0	68 77.3 11.3	34 38.6 15.7	50 56.8 11.5	4 4.5 8.3	70 78.7 12.9	17 19.1 10.8	2 2.2 22.2	89 100.0 12.5
Neutral	2 1.3 14.3	6 3.8 16.7	53 33.3 26.9	72 45.3 22.6	26 16.4 18.1	16 10.3 16.0	140 89.7 23.3	38 24.5 17.6	109 70.3 25.2	8 5.2 16.7	115 72.3 21.1	43 27.0 27.4	1 0.6 11.1	160 100.0 22.5
Agree	4 2.3 28.6	13 7.4 36.1	40 22.7 20.3	87 49.4 27.4	32 18.2 22.2	20 11.4 20.0	155 88.6 25.7	51 29.3 23.6	107 61.5 24.7	16 9.2 33.3	127 72.2 23.3	45 25.6 28.7	4 2.3 44.4	177 100.0 24.9
Strongly agree	4 2.3 28.6	6 3.5 16.7	44 25.7 22.3	70 40.9 22.0	47 27.5 32.6	12 7.0 12.0	159 93.0 26.4	57 34.1 26.4	97 58.1 22.4	13 7.8 27.1	143 83.1 26.3	28 16.3 17.8	1 0.6 11.1	172 100.0 24.2

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(N=721)

	General transportation system satisfaction level					Continue auto use or use other modes more		Preferred transportation spending level			Preferred transportation service level			TOTAL
	Very dissatisfied	Dissatisfied	Neutral	Satisfied	Very satisfied	Continue auto	Other modes	Increased	Same	Decreased	Improved	Same	Reduced	
Increase housing densities														
Strongly disagree	3	12	61	99	41	36	177	54	144	13	163	51	1	216
	1.4	5.6	28.2	45.8	19.0	16.9	83.1	25.6	68.2	6.2	75.8	23.7	0.5	100.0
	21.4	33.3	31.1	30.9	29.1	36.4	29.5	25.2	33.4	27.1	30.1	32.5	11.1	30.5
Disagree	0	6	38	65	25	15	118	32	96	5	102	31	1	135
	0.0	4.5	28.4	48.5	18.7	11.3	88.7	24.1	72.2	3.8	76.1	23.1	0.7	100.0
	0.0	16.7	19.4	20.3	17.7	15.2	19.7	15.0	22.3	10.4	18.9	19.7	11.1	19.0
Neutral	4	9	42	76	24	23	130	52	88	11	118	35	2	155
	2.6	5.8	27.1	49.0	15.5	15.0	85.0	34.4	58.3	7.3	76.1	22.6	1.3	100.0
	28.6	25.0	21.4	23.8	17.0	23.2	21.7	24.3	20.4	22.9	21.8	22.3	22.2	21.9
Agree	3	5	36	50	24	16	101	42	65	8	94	24	1	119
	2.5	4.2	30.5	42.4	20.3	13.7	86.3	36.5	56.5	7.0	79.0	20.2	0.8	100.0
	21.4	13.9	18.4	15.6	17.0	16.2	16.8	19.6	15.1	16.7	17.4	15.3	11.1	16.8
Strongly agree	4	4	19	30	27	9	74	34	38	11	64	16	4	84
	4.8	4.8	22.6	35.7	32.1	10.8	89.2	41.0	45.8	13.3	76.2	19.0	4.8	100.0
	28.6	11.1	9.7	9.4	19.1	9.1	12.3	15.9	8.8	22.9	11.8	10.2	44.4	11.8

GoPlan Public Opinion Survey - October 1992

(N=721)

	General transportation system satisfaction level					Continue auto use or use other modes more		Preferred transportation spending level			Preferred transportation service level			TOTAL
	Very dissatisfied	Dissatisfied	Neutral	Satisfied	Very satisfied	Continue auto	Other modes	Increased	Same	Decreased	Improved	Same	Reduced	
TOTAL	14 1.9 100.0	36 5.0 100.0	198 27.6 100.0	326 45.4 100.0	144 20.1 100.0	101 14.2 100.0	610 85.8 100.0	218 31.0 100.0	438 62.2 100.0	48 6.8 100.0	551 76.6 100.0	159 22.1 100.0	9 1.3 100.0	721 100.0 100.0
Preferred transportation spending level														
Increased	7 3.2 53.8	11 5.0 32.4	58 26.6 29.7	100 45.9 31.3	42 19.3 30.0	29 13.4 29.6	188 86.6 31.5	218 100.0 100.0	0 0.0 0.0	0 0.0 0.0	202 92.7 37.6	15 6.9 9.6	1 0.5 11.1	218 100.0 31.0
Same	4 0.9 30.8	21 4.8 61.8	120 27.5 61.5	207 47.5 64.7	84 19.3 60.0	59 13.7 60.2	372 86.3 62.4	0 0.0 0.0	438 100.0 100.0	0 0.0 0.0	312 71.6 58.1	122 28.0 78.2	2 0.5 22.2	438 100.0 62.2
Decreased	2 4.2 15.4	2 4.2 5.9	17 35.4 8.7	13 27.1 4.1	14 29.2 10.0	10 21.7 10.2	36 78.3 6.0	0 0.0 0.0	0 0.0 0.0	48 100.0 100.0	23 47.9 4.3	19 39.6 12.2	6 12.5 66.7	48 100.0 6.8
Preferred transportation service level														
Improved	9 1.6 64.3	30 5.5 83.3	152 27.7 77.2	249 45.4 76.6	108 19.7 75.0	68 12.4 67.3	479 87.6 78.7	202 37.6 92.7	312 58.1 71.6	23 4.3 47.9	551 100.0 100.0	0 0.0 0.0	0 0.0 0.0	551 100.0 76.6
Same	3 1.9 21.4	5 3.1 13.9	42 26.4 21.3	73 45.9 22.5	36 22.6 25.0	30 19.5 29.7	124 80.5 20.4	15 9.6 6.9	122 78.2 28.0	19 12.2 39.6	0 0.0 0.0	159 100.0 100.0	0 0.0 0.0	159 100.0 22.1
Reduced	2 22.2 14.3	1 11.1 2.8	3 33.3 1.5	3 33.3 0.9	0 0.0 0.0	3 33.3 3.0	6 66.7 1.0	1 11.1 0.5	2 22.2 0.5	6 66.7 12.5	0 0.0 0.0	0 0.0 0.0	9 100.0 100.0	9 100.0 1.3

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(N=721)

	General transportation system satisfaction level					Continue auto use or use other modes more		Preferred transportation spending level			Preferred transportation service level			TOTAL
	Very dissatisfied	Dissatisfied	Neutral	Satisfied	Very satisfied	Continue auto	Other modes	Increased	Same	Decreased	Improved	Same	Reduced	
Preferred road network emphasis														
Increased	9 2.4 64.3	17 4.6 47.2	108 29.0 54.8	152 40.8 47.2	87 23.3 62.1	59 15.9 59.6	312 84.1 51.7	134 36.2 62.0	212 57.3 48.7	24 6.5 51.1	323 86.1 59.5	47 12.5 29.7	5 1.3 55.6	375 100.0 52.7
Same	2 0.7 14.3	16 5.6 44.4	71 24.7 36.0	152 52.8 47.2	47 16.3 33.6	36 12.7 36.4	248 87.3 41.1	68 24.1 31.5	197 69.9 45.3	17 6.0 36.2	193 67.2 35.5	92 32.1 58.2	2 0.7 22.2	288 100.0 40.5
Reduced	3 6.3 21.4	3 6.3 8.3	18 37.5 9.1	18 37.5 5.6	6 12.5 4.3	4 8.3 4.0	44 91.7 7.3	14 30.4 6.5	26 56.5 6.0	6 13.0 12.8	27 56.3 5.0	19 39.6 12.0	2 4.2 22.2	48 100.0 6.8
Preferred bus transit emphasis														
Increased	8 1.8 61.5	20 4.5 57.1	127 28.3 66.1	211 47.0 66.4	83 18.5 58.9	47 10.4 48.5	403 89.6 67.5	163 36.9 76.2	250 56.6 58.8	29 6.6 60.4	379 84.0 70.2	68 15.1 44.7	4 0.9 44.4	451 100.0 64.2
Same	3 1.3 23.1	12 5.3 34.3	58 25.8 30.2	97 43.1 30.5	55 24.4 39.0	41 18.7 42.3	178 81.3 29.8	44 19.8 20.6	164 73.9 38.6	14 6.3 29.2	146 64.9 27.0	78 34.7 51.3	1 0.4 11.1	226 100.0 32.2
Reduced	2 8.0 15.4	3 12.0 8.6	7 28.0 3.6	10 40.0 3.1	3 12.0 2.1	9 36.0 9.3	16 64.0 2.7	7 30.4 3.3	11 47.8 2.6	5 21.7 10.4	15 60.0 2.8	6 24.0 3.9	4 16.0 44.4	25 100.0 3.6
Preferred LRT system emphasis														
Increased	9 1.6 64.3	28 5.0 77.8	150 26.9 76.9	266 47.8 82.1	104 18.7 73.8	59 10.6 59.6	495 89.4 81.8	189 34.6 86.7	328 60.0 75.9	30 5.5 62.5	457 81.6 83.7	99 17.7 63.1	4 0.7 44.4	560 100.0 78.5
Same	4 2.8 28.6	8 5.6 22.2	40 28.0 20.5	56 39.2 17.3	35 24.5 24.8	33 23.6 33.3	107 76.4 17.7	27 19.1 12.4	100 70.9 23.1	14 9.9 29.2	82 57.7 15.0	57 40.1 36.3	3 2.1 33.3	143 100.0 20.1
Reduced	1 10.0 7.1	0 0.0 0.0	5 50.0 2.6	2 20.0 0.6	2 20.0 1.4	7 70.0 7.1	3 30.0 0.5	2 20.0 0.9	4 40.0 0.9	4 40.0 8.3	7 70.0 1.3	1 10.0 0.6	2 20.0 22.2	10 100.0 1.4

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(N=721)

	General transportation system satisfaction level					Continue auto use or use other modes more		Preferred transportation spending level			Preferred transportation service level			TOTAL
	Very dissatisfied	Dissatisfied	Neutral	Satisfied	Very satisfied	Continue auto	Other modes	Increased	Same	Decreased	Improved	Same	Reduced	
Preferred walk/cycle facility emphasis														
Increased	8 1.6 57.1	25 5.1 69.4	141 28.7 72.7	221 45.0 69.7	96 19.6 68.6	49 10.0 52.7	440 90.0 73.0	160 33.4 75.5	288 60.1 66.7	31 6.5 70.5	397 80.5 73.4	92 18.7 59.7	4 0.8 50.0	494 100.0 70.2
Same	5 2.6 35.7	8 4.2 22.2	47 24.5 24.2	92 47.9 29.0	40 20.8 28.6	40 21.2 43.0	149 78.8 24.7	46 24.1 21.7	136 71.2 31.5	9 4.7 20.5	132 68.8 24.4	57 29.7 37.0	3 1.6 37.5	192 100.0 27.3
Reduced	1 5.6 7.1	3 16.7 8.3	6 33.3 3.1	4 22.2 1.3	4 22.2 2.9	4 22.2 4.3	14 77.8 2.3	6 33.3 2.8	8 44.4 1.9	4 22.2 9.1	12 66.7 2.2	5 27.8 3.2	1 5.6 12.5	18 100.0 2.6
Respondent employment status														
Employed FT/PT	7 1.4 50.0	27 5.5 75.0	147 29.8 74.2	225 45.5 69.0	88 17.8 61.1	67 13.8 66.3	420 86.2 68.9	150 31.1 68.8	304 62.9 69.4	29 6.0 60.4	379 77.0 68.8	106 21.5 66.7	7 1.4 77.8	494 100.0 68.5
Student	0 0.0 0.0	2 4.8 5.6	12 28.6 6.1	22 52.4 6.7	6 14.3 4.2	4 9.3 4.0	39 90.7 6.4	17 40.5 7.8	19 45.2 4.3	6 14.3 12.5	35 81.4 6.4	8 18.6 5.0	0 0.0 0.0	43 100.0 6.0
Unemployed	2 5.6 14.3	1 2.8 2.8	7 19.4 3.5	17 47.2 5.2	9 25.0 6.3	6 16.2 5.9	31 83.8 5.1	13 35.1 6.0	21 56.8 4.8	3 8.1 6.3	27 73.0 4.9	10 27.0 6.3	0 0.0 0.0	37 100.0 5.1
Homemaker retired	5 3.4 35.7	6 4.1 16.7	32 21.9 16.2	62 42.5 19.0	41 28.1 28.5	24 16.7 23.8	120 83.3 19.7	38 26.8 17.4	94 66.2 21.5	10 7.0 20.8	110 74.8 20.0	35 23.8 22.0	2 1.4 22.2	147 100.0 20.4

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(N=721)

	General transportation system satisfaction level					Continue auto use or use other modes more		Preferred transportation spending level			Preferred transportation service level			TOTAL
	Very dissatisfied	Dissatisfied	Neutral	Satisfied	Very satisfied	Continue auto	Other modes	Increased	Same	Decreased	Improved	Same	Reduced	
Usual travel mode														
Auto alone	8 1.8 57.1	26 5.7 72.2	131 28.9 66.2	204 44.9 62.6	85 18.7 59.0	74 16.4 73.3	377 83.6 61.8	124 27.6 56.9	295 65.7 67.4	30 6.7 62.5	342 75.0 62.1	108 23.7 67.9	6 1.3 66.7	457 100.0 63.4
Car pool	1 2.1 7.1	3 6.3 8.3	16 33.3 8.1	22 45.8 6.7	6 12.5 4.2	8 17.0 7.9	39 83.0 6.4	14 29.8 6.4	25 53.2 5.7	8 17.0 16.7	36 75.0 6.5	11 22.9 6.9	1 2.1 11.1	48 100.0 6.7
Transit	3 2.1 21.4	4 2.9 11.1	33 23.6 16.7	66 47.1 20.2	34 24.3 23.6	10 7.3 9.9	127 92.7 20.8	55 41.0 25.2	73 54.5 16.7	6 4.5 12.5	112 80.6 20.3	26 18.7 16.4	1 0.7 11.1	140 100.0 19.4
Bicycle	0 0.0 0.0	0 0.0 0.0	8 40.0 4.0	10 50.0 3.1	2 10.0 1.4	1 5.0 1.0	19 95.0 3.1	6 33.3 2.8	11 61.1 2.5	1 5.6 2.1	14 70.0 2.5	5 25.0 3.1	1 5.0 11.1	20 100.0 2.8
Walking	1 2.0 7.1	3 6.1 8.3	10 20.4 5.1	22 44.9 6.7	13 26.5 9.0	5 10.2 5.0	44 89.8 7.2	15 30.6 6.9	31 63.3 7.1	3 6.1 6.3	42 85.7 7.6	7 14.3 4.4	0 0.0 0.0	49 100.0 6.8
Other	1 14.3 7.1	0 0.0 0.0	0 0.0 0.0	2 28.6 0.6	4 57.1 2.8	3 42.9 3.0	4 57.1 0.7	4 57.1 1.8	3 42.9 0.7	0 0.0 0.0	5 71.4 0.9	2 28.6 1.3	0 0.0 0.0	7 100.0 1.0

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(N=457) Auto drivers only

	General transportation system satisfaction level					Continue auto use or use other modes more		Preferred transportation spending level			Preferred transportation service level			TOTAL
	Very dissatis fied	Dissatis fied	Neutral	Satisfie d	Very satisfie d	Continue auto	Other modes	Increase d	Same	Decrease d	Improved	Same	Reduced	
TOTAL	8 1.8 100.0	26 5.7 100.0	131 28.9 100.0	204 44.9 100.0	85 18.7 100.0	74 16.4 100.0	377 83.6 100.0	124 27.6 100.0	295 65.7 100.0	30 6.7 100.0	342 75.0 100.0	108 23.7 100.0	6 1.3 100.0	457 100.0 100.0
Environment motivator to use auto less														
Strongly disagree	1 2.0 12.5	4 8.2 15.4	13 26.5 9.9	15 30.6 7.4	16 32.7 18.8	14 29.8 18.9	33 70.2 8.8	14 29.2 11.3	30 62.5 10.2	4 8.3 13.3	38 77.6 11.1	9 18.4 8.3	2 4.1 33.3	49 100.0 10.7
Disagree	0 0.0 0.0	2 4.5 7.7	12 27.3 9.2	24 54.5 11.8	6 13.6 7.1	14 32.6 18.9	29 67.4 7.7	6 13.3 4.8	37 82.2 12.5	2 4.4 6.7	27 60.0 7.9	18 40.0 16.7	0 0.0 0.0	45 100.0 9.8
Neutral	2 1.8 25.0	6 5.5 23.1	32 29.4 24.4	50 45.9 24.5	19 17.4 22.4	19 17.4 25.7	90 82.6 23.9	35 32.4 28.2	65 60.2 22.0	8 7.4 26.7	74 67.3 21.6	33 30.0 30.6	3 2.7 50.0	110 100.0 24.1
Agree	0 0.0 0.0	7 5.3 26.9	44 33.3 33.6	69 52.3 33.8	12 9.1 14.1	21 15.9 28.4	111 84.1 29.4	35 26.7 28.2	88 67.2 29.8	8 6.1 26.7	105 80.2 30.7	25 19.1 23.1	1 0.8 16.7	132 100.0 28.9
Strongly agree	5 4.2 62.5	7 5.8 26.9	30 25.0 22.9	46 38.3 22.5	32 26.7 37.6	6 5.0 8.1	114 95.0 30.2	34 29.1 27.4	75 64.1 25.4	8 6.8 26.7	98 81.0 28.7	23 19.0 21.3	0 0.0 0.0	121 100.0 26.5

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(N=457) Auto drivers only

	General transportation system satisfaction level					Continue auto use or use other modes more		Preferred transportation spending level			Preferred transportation service level			TOTAL
	Very dissatisfied	Dissatisfied	Neutral	Satisfied	Very satisfied	Continue auto	Other modes	Increased	Same	Decreased	Improved	Same	Reduced	
Congestion motivator to use auto less														
Strongly disagree	1 1.7 12.5	3 5.1 11.5	19 32.2 14.5	22 37.3 10.8	14 23.7 16.5	16 28.1 21.6	41 71.9 10.9	12 20.7 9.7	40 69.0 13.6	6 10.3 20.0	42 71.2 12.3	14 23.7 13.0	3 5.1 50.0	59 100.0 12.9
Disagree	0 0.0 0.0	5 9.6 19.2	16 30.8 12.2	25 48.1 12.3	6 11.5 7.1	18 35.3 24.3	33 64.7 8.8	8 15.4 6.5	41 78.8 13.9	3 5.8 10.0	40 76.9 11.7	11 21.2 10.2	1 1.9 16.7	52 100.0 11.4
Neutral	2 1.9 25.0	3 2.8 11.5	40 37.7 30.5	41 38.7 20.1	20 18.9 23.5	14 13.3 18.9	91 86.7 24.1	35 33.3 28.2	63 60.0 21.4	7 6.7 23.3	76 72.4 22.2	28 26.7 25.9	1 1.0 16.7	106 100.0 23.2
Agree	0 0.0 0.0	7 5.4 26.9	31 24.0 23.7	74 57.4 36.3	17 13.2 20.0	17 13.2 23.0	112 86.8 29.7	35 27.1 28.2	88 68.2 29.8	6 4.7 20.0	95 73.1 27.8	34 26.2 31.5	1 0.8 16.7	130 100.0 28.4
Strongly agree	5 4.6 62.5	8 7.4 30.8	25 23.1 19.1	42 38.9 20.6	28 25.9 32.9	9 8.3 12.2	100 91.7 26.5	34 32.4 27.4	63 60.0 21.4	8 7.6 26.7	89 80.9 26.0	21 19.1 19.4	0 0.0 0.0	110 100.0 24.1
Higher costs motivator to use auto less														
Strongly disagree	1 1.4 12.5	3 4.3 11.5	17 24.3 13.0	29 41.4 14.2	20 28.6 23.5	14 20.9 18.9	53 79.1 14.1	17 24.6 13.7	44 63.8 14.9	8 11.6 26.7	51 72.9 14.9	17 24.3 15.7	2 2.9 33.3	70 100.0 15.3
Disagree	1 1.5 12.5	4 6.0 15.4	17 25.4 13.0	33 49.3 16.2	12 17.9 14.1	20 29.9 27.0	47 70.1 12.5	18 26.9 14.5	47 70.1 15.9	2 3.0 6.7	47 70.1 13.7	19 28.4 17.6	1 1.5 16.7	68 100.0 14.9
Neutral	2 1.7 25.0	10 8.6 38.5	40 34.5 30.5	53 45.7 26.0	11 9.5 12.9	20 17.4 27.0	95 82.6 25.2	30 26.3 24.2	78 68.4 26.4	6 5.3 20.0	87 75.0 25.4	29 25.0 26.9	0 0.0 0.0	116 100.0 25.4
Agree	2 1.8 25.0	5 4.4 19.2	33 29.2 25.2	52 46.0 25.5	21 18.6 24.7	12 10.5 16.2	102 89.5 27.1	28 24.6 22.6	77 67.5 26.1	9 7.9 30.0	86 75.4 25.1	26 22.8 24.1	2 1.8 33.3	114 100.0 24.9
Strongly agree	2 2.3 25.0	4 4.5 15.4	24 27.3 18.3	37 42.0 18.1	21 23.9 24.7	8 9.1 10.8	80 90.9 21.2	31 36.5 25.0	49 57.6 16.6	5 5.9 16.7	71 79.8 20.8	17 19.1 15.7	1 1.1 16.7	89 100.0 19.5

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(N=457) Auto drivers only

	General transportation system satisfaction level					Continue auto use or use other modes more		Preferred transportation spending level			Preferred transportation service level			TOTAL
	Very dissatisfied	Dissatisfied	Neutral	Satisfied	Very satisfied	Continue auto	Other modes	Increased	Same	Decreased	Improved	Same	Reduced	
Transit convenience motivator to use auto less														
Strongly disagree	0 0.0 0.0	4 9.3 15.4	17 39.5 13.0	13 30.2 6.4	9 20.9 10.6	13 31.0 17.6	29 69.0 7.7	5 11.9 4.0	33 78.6 11.2	4 9.5 13.3	27 62.8 7.9	14 32.6 13.0	2 4.7 33.3	43 100.0 9.4
Disagree	0 0.0 0.0	3 10.0 11.5	6 20.0 4.6	18 60.0 8.8	3 10.0 3.5	9 31.0 12.2	20 69.0 5.3	9 30.0 7.3	21 70.0 7.1	0 0.0 0.0	21 72.4 6.1	7 24.1 6.5	1 3.4 16.7	30 100.0 6.6
Neutral	1 1.6 12.5	2 3.3 7.7	23 37.7 17.6	25 41.0 12.3	10 16.4 11.8	16 26.2 21.6	45 73.8 11.9	13 21.0 10.5	46 74.2 15.6	3 4.8 10.0	37 59.7 10.8	24 38.7 22.2	1 1.6 16.7	62 100.0 13.6
Agree	0 0.0 0.0	6 4.6 23.1	41 31.3 31.3	63 48.1 30.9	21 16.0 24.7	19 14.5 25.7	112 85.5 29.7	34 26.2 27.4	90 69.2 30.5	6 4.6 20.0	99 75.0 28.9	31 23.5 28.7	2 1.5 33.3	132 100.0 28.9
Strongly agree	7 3.7 87.5	11 5.8 42.3	44 23.3 33.6	85 45.0 41.7	42 22.2 49.4	17 9.0 23.0	171 91.0 45.4	63 34.1 50.8	105 56.8 35.6	17 9.2 56.7	158 83.2 46.2	32 16.8 29.6	0 0.0 0.0	190 100.0 41.6

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(N=721)

	General transportation system satisfaction level					Continue auto use or use other modes more		Preferred transportation spending level			Preferred transportation service level			TOTAL
	Very dissatisfied	Dissatisfied	Neutral	Satisfied	Very satisfied	Continue auto	Other modes	Increased	Same	Decreased	Improved	Same	Reduced	
TOTAL	14	36	198	326	144	101	610	218	438	48	551	159	9	721
	1.9	5.0	27.6	45.4	20.1	14.2	85.8	31.0	62.2	6.8	76.6	22.1	1.3	100.0
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Respondent sex														
Male	5	17	95	186	73	57	313	121	219	28	273	93	8	376
	1.3	4.5	25.3	49.5	19.4	15.4	84.6	32.9	59.5	7.6	73.0	24.9	2.1	100.0
	35.7	47.2	48.0	57.1	50.7	56.4	51.3	55.5	50.0	58.3	49.5	58.5	88.9	52.1
Female	9	19	103	140	71	44	297	97	219	20	278	66	1	345
	2.6	5.6	30.1	40.9	20.8	12.9	87.1	28.9	65.2	6.0	80.6	19.1	0.3	100.0
	64.3	52.8	52.0	42.9	49.3	43.6	48.7	44.5	50.0	41.7	50.5	41.5	11.1	47.9
Age group														
18-24	1	1	17	37	15	8	64	19	45	7	56	16	0	72
	1.4	1.4	23.9	52.1	21.1	11.1	88.9	26.8	63.4	9.9	77.8	22.2	0.0	100.0
	7.7	2.8	8.6	11.4	10.4	7.9	10.5	8.7	10.3	15.2	10.2	10.1	0.0	10.0
25-44	3	21	119	178	62	47	332	111	245	21	293	87	4	385
	0.8	5.5	31.1	46.5	16.2	12.4	87.6	29.4	65.0	5.6	76.3	22.7	1.0	100.0
	23.1	58.3	60.1	54.9	43.1	46.5	54.7	50.9	56.1	45.7	53.4	55.1	44.4	53.6
45-54	3	10	28	47	22	16	93	36	65	8	88	20	2	110
	2.7	9.1	25.5	42.7	20.0	14.7	85.3	33.0	59.6	7.3	80.0	18.2	1.8	100.0
	23.1	27.8	14.1	14.5	15.3	15.8	15.3	16.5	14.9	17.4	16.0	12.7	22.2	15.3
55-64	3	2	20	27	16	12	55	23	39	4	49	19	0	68
	4.4	2.9	29.4	39.7	23.5	17.9	82.1	34.8	59.1	6.1	72.1	27.9	0.0	100.0
	23.1	5.6	10.1	8.3	11.1	11.9	9.1	10.6	8.9	8.7	8.9	12.0	0.0	9.5
65+	3	2	14	35	29	18	63	29	43	6	63	16	3	83
	3.6	2.4	16.9	42.2	34.9	22.2	77.8	37.2	55.1	7.7	76.8	19.5	3.7	100.0
	23.1	5.6	7.1	10.8	20.1	17.8	10.4	13.3	9.8	13.0	11.5	10.1	33.3	11.6

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	General transportation system satisfaction level					Continue auto use or use other modes more		Preferred transportation spending level			Preferred transportation service level			TOTAL
	Very dissatisfied	Dissatisfied	Neutral	Satisfied	Very satisfied	Continue auto	Other modes	Increased	Same	Decreased	Improved	Same	Reduced	
Location - city sector														
NW	1 1.0 7.1	7 6.9 19.4	36 35.3 18.4	38 37.3 11.8	20 19.6 14.1	12 12.0 12.0	88 88.0 14.6	24 24.0 11.1	66 66.0 15.2	10 10.0 21.3	80 79.2 14.7	20 19.8 12.7	1 1.0 11.1	102 100.0 14.3
N	0 0.0 0.0	2 3.6 5.6	13 23.6 6.6	33 60.0 10.2	7 12.7 4.9	9 16.7 9.0	45 83.3 7.5	30 54.5 13.8	24 43.6 5.5	1 1.8 2.1	45 81.8 8.2	10 18.2 6.4	0 0.0 0.0	55 100.0 7.7
NE	4 5.3 28.6	4 5.3 11.1	26 34.2 13.3	31 40.8 9.6	11 14.5 7.7	13 16.9 13.0	64 83.1 10.6	17 22.1 7.8	52 67.5 12.0	8 10.4 17.0	49 63.6 9.0	26 33.8 16.6	2 2.6 22.2	77 100.0 10.8
E	0 0.0 0.0	2 4.7 5.6	16 37.2 8.2	19 44.2 5.9	6 14.0 4.2	10 23.8 10.0	32 76.2 5.3	15 35.7 6.9	23 54.8 5.3	4 9.5 8.5	35 81.4 6.4	7 16.3 4.5	1 2.3 11.1	43 100.0 6.0
SE	0 0.0 0.0	2 8.0 5.6	7 28.0 3.6	10 40.0 3.1	6 24.0 4.2	7 28.0 7.0	18 72.0 3.0	7 29.2 3.2	17 70.8 3.9	0 0.0 0.0	19 76.0 3.5	6 24.0 3.8	0 0.0 0.0	25 100.0 3.5
S	0 0.0 0.0	4 5.1 11.1	18 22.8 9.2	35 44.3 10.8	22 27.8 15.5	15 19.2 15.0	63 80.8 10.4	20 26.0 9.2	52 67.5 12.0	5 6.5 10.6	55 69.6 10.1	22 27.8 14.0	2 2.5 22.2	79 100.0 11.1
SW	5 5.6 35.7	5 5.6 13.9	23 25.8 11.7	41 46.1 12.7	15 16.9 10.6	13 14.8 13.0	75 85.2 12.4	27 30.7 12.4	56 63.6 12.9	5 5.7 10.6	68 75.6 12.5	21 23.3 13.4	1 1.1 11.1	90 100.0 12.6
W	1 1.7 7.1	4 6.8 11.1	17 28.8 8.7	20 33.9 6.2	17 28.8 12.0	4 7.0 4.0	53 93.0 8.8	12 21.1 5.5	42 73.7 9.7	3 5.3 6.4	47 81.0 8.6	10 17.2 6.4	1 1.7 11.1	59 100.0 8.3
C	3 1.6 21.4	6 3.3 16.7	40 21.9 20.4	96 52.5 29.7	38 20.8 26.8	17 9.3 17.0	166 90.7 27.5	65 36.7 30.0	101 57.1 23.3	11 6.2 23.4	148 80.4 27.1	35 19.0 22.3	1 0.5 11.1	184 100.0 25.8

MULTIVARIATE TABLES

- Preferred Road Network Emphasis
- Preferred Bus Transit Emphasis
- Preferred LRT System Emphasis
- Preferred Walk/Cycle Facility Emphasis

APPENDIX A-2

GoPlan Public Opinion Survey - October 1992

(N=721)

	Preferred road network emphasis			Preferred bus transit emphasis			Preferred LRT system emphasis			Preferred walk/cycle facility emphasis			TOTAL
	Increased	Same	Reduced	Increased	Same	Reduced	Increased	Same	Reduced	Increased	Same	Reduced	
TOTAL	375 52.7 100.0	288 40.5 100.0	48 6.8 100.0	451 64.2 100.0	226 32.2 100.0	25 3.6 100.0	560 78.5 100.0	143 20.1 100.0	10 1.4 100.0	494 70.2 100.0	192 27.3 100.0	18 2.6 100.0	721 100.0 100.0
General transportation system satisfaction level													
Very dissatisfied	9 64.3 2.4	2 14.3 0.7	3 21.4 6.3	8 61.5 1.8	3 23.1 1.3	2 15.4 8.0	9 64.3 1.6	4 28.6 2.8	1 7.1 10.0	8 57.1 1.6	5 35.7 2.6	1 7.1 5.6	14 100.0 1.9
Dissatisfied	17 47.2 4.6	16 44.4 5.6	3 8.3 6.3	20 57.1 4.5	12 34.3 5.3	3 8.6 12.0	28 77.8 5.0	8 22.2 5.6	0 0.0 0.0	25 69.4 5.1	8 22.2 4.2	3 8.3 16.7	36 100.0 5.0
Neutral	108 54.8 29.0	71 36.0 24.7	18 9.1 37.5	127 66.1 28.3	58 30.2 25.8	7 3.6 28.0	150 76.9 26.9	40 20.5 28.0	5 2.6 50.0	141 72.7 28.7	47 24.2 24.5	6 3.1 33.3	198 100.0 27.6
Satisfied	152 47.2 40.8	152 47.2 52.8	18 5.6 37.5	211 66.4 47.0	97 30.5 43.1	10 3.1 40.0	266 82.1 47.8	56 17.3 39.2	2 0.6 20.0	221 69.7 45.0	92 29.0 47.9	4 1.3 22.2	326 100.0 45.4
Very satisfied	87 62.1 23.3	47 33.6 16.3	6 4.3 12.5	83 58.9 18.5	55 39.0 24.4	3 2.1 12.0	104 73.8 18.7	35 24.8 24.5	2 1.4 20.0	96 68.6 19.6	40 28.6 20.8	4 2.9 22.2	144 100.0 20.1

GoPlan Public Opinion Survey - October 1992

(N=721)

	Preferred road network emphasis			Preferred bus transit emphasis			Preferred LRT system emphasis			Preferred walk/cycle facility emphasis			TOTAL
	Increased	Same	Reduced	Increased	Same	Reduced	Increased	Same	Reduced	Increased	Same	Reduced	
Most important long term issue													
Expand LRT	59 47.2 17.9	59 47.2 23.3	7 5.6 15.6	78 63.9 19.7	37 30.3 18.5	7 5.7 31.8	109 87.2 21.6	16 12.8 13.8	0 0.0 0.0	92 75.4 21.0	28 23.0 16.7	2 1.6 13.3	126 100.0 19.9
Transit security	8 61.5 2.4	5 38.5 2.0	0 0.0 0.0	7 53.8 1.8	6 46.2 3.0	0 0.0 0.0	9 69.2 1.8	4 30.8 3.4	0 0.0 0.0	11 84.6 2.5	1 7.7 0.6	1 7.7 6.7	13 100.0 2.1
LRT/road traffic conflict	9 75.0 2.7	2 16.7 0.8	1 8.3 2.2	8 66.7 2.0	4 33.3 2.0	0 0.0 0.0	10 83.3 2.0	1 8.3 0.9	1 8.3 14.3	7 58.3 1.6	5 41.7 3.0	0 0.0 0.0	12 100.0 1.9
LRT underground	5 50.0 1.5	5 50.0 2.0	0 0.0 0.0	6 60.0 1.5	3 30.0 1.5	1 10.0 4.5	8 80.0 1.6	2 20.0 1.7	0 0.0 0.0	7 70.0 1.6	2 20.0 1.2	1 10.0 6.7	10 100.0 1.6
Increase transit efficiency	22 44.9 6.7	23 46.9 9.1	4 8.2 8.9	34 69.4 8.6	14 28.6 7.0	1 2.0 4.5	39 78.0 7.7	9 18.0 7.8	2 4.0 28.6	38 76.0 8.7	9 18.0 5.4	3 6.0 20.0	50 100.0 7.9
Promote encourage transit use	14 32.6 4.2	21 48.8 8.3	8 18.6 17.8	36 87.8 9.1	4 9.8 2.0	1 2.4 4.5	36 83.7 7.1	7 16.3 6.0	0 0.0 0.0	34 79.1 7.7	8 18.6 4.8	1 2.3 6.7	43 100.0 6.8
Improve bus access/frequency	24 57.1 7.3	14 33.3 5.5	4 9.5 8.9	31 73.8 7.8	10 23.8 5.0	1 2.4 4.5	31 73.8 6.1	11 26.2 9.5	0 0.0 0.0	24 58.5 5.5	16 39.0 9.5	1 2.4 6.7	42 100.0 6.6
Improve disabled transit access	10 66.7 3.0	5 33.3 2.0	0 0.0 0.0	8 53.3 2.0	7 46.7 3.5	0 0.0 0.0	10 66.7 2.0	5 33.3 4.3	0 0.0 0.0	10 71.4 2.3	4 28.6 2.4	0 0.0 0.0	15 100.0 2.4
Improve CBD parking	2 33.3 0.6	4 66.7 1.6	0 0.0 0.0	2 40.0 0.5	3 60.0 1.5	0 0.0 0.0	4 80.0 0.8	1 20.0 0.9	0 0.0 0.0	4 66.7 0.9	2 33.3 1.2	0 0.0 0.0	6 100.0 0.9
Peak period CBD traffic	17 60.7 5.2	9 32.1 3.6	2 7.1 4.4	22 81.5 5.6	5 18.5 2.5	0 0.0 0.0	24 85.7 4.8	4 14.3 3.4	0 0.0 0.0	20 71.4 4.6	7 25.0 4.2	1 3.6 6.7	29 100.0 4.6
Residential traffic volume	10 76.9 3.0	2 15.4 0.8	1 7.7 2.2	7 53.8 1.8	4 30.8 2.0	2 15.4 9.1	10 76.9 2.0	3 23.1 2.6	0 0.0 0.0	8 61.5 1.8	5 38.5 3.0	0 0.0 0.0	13 100.0 2.1
Improve existing network	25 62.5 7.6	14 35.0 5.5	1 2.5 2.2	23 57.5 5.8	16 40.0 8.0	1 2.5 4.5	29 72.5 5.7	11 27.5 9.5	0 0.0 0.0	27 69.2 6.2	11 28.2 6.5	1 2.6 6.7	41 100.0 6.5

(N=721)

	Preferred road network emphasis			Preferred bus transit emphasis			Preferred LRT system emphasis			Preferred walk/cycle facility emphasis			TOTAL
	Increased	Same	Reduced	Increased	Same	Reduced	Increased	Same	Reduced	Increased	Same	Reduced	
Most important long term issue (Cont.)													
Intersection improvements	16 84.2 4.8	3 15.8 1.2	0 0.0 0.0	11 61.1 2.8	7 38.9 3.5	0 0.0 0.0	15 78.9 3.0	4 21.1 3.4	0 0.0 0.0	13 68.4 3.0	6 31.6 3.6	0 0.0 0.0	19 100.0 3.0
Network expansion	22 66.7 6.7	10 30.3 4.0	1 3.0 2.2	19 57.6 4.8	13 39.4 6.5	1 3.0 4.5	26 78.8 5.1	6 18.2 5.2	1 3.0 14.3	17 51.5 3.9	14 42.4 8.3	2 6.1 13.3	33 100.0 5.2
Improve outer area access	10 62.5 3.0	5 31.3 2.0	1 6.3 2.2	9 56.3 2.3	6 37.5 3.0	1 6.3 4.5	14 87.5 2.8	2 12.5 1.7	0 0.0 0.0	12 75.0 2.7	4 25.0 2.4	0 0.0 0.0	16 100.0 2.5
East/West travel improvemnet	19 45.2 5.8	20 47.6 7.9	3 7.1 6.7	22 51.2 5.6	19 44.2 9.5	2 4.7 9.1	34 79.1 6.7	8 18.6 6.9	1 2.3 14.3	22 51.2 5.0	20 46.5 11.9	1 2.3 6.7	43 100.0 6.8
Spend/plan smarter	6 26.1 1.8	13 56.5 5.1	4 17.4 8.9	10 43.5 2.5	13 56.5 6.5	0 0.0 0.0	14 63.6 2.8	8 36.4 6.9	0 0.0 0.0	16 72.7 3.6	6 27.3 3.6	0 0.0 0.0	23 100.0 3.6
Bicycle facilities	11 33.3 3.3	19 57.6 7.5	3 9.1 6.7	23 69.7 5.8	8 24.2 4.0	2 6.1 9.1	26 78.8 5.1	5 15.2 4.3	2 6.1 28.6	33 100.0 7.5	0 0.0 0.0	0 0.0 0.0	33 100.0 5.2
Pedestrian facilities	6 100.0 1.8	0 0.0 0.0	0 0.0 0.0	6 100.0 1.5	0 0.0 0.0	0 0.0 0.0	5 83.3 1.0	1 16.7 0.9	0 0.0 0.0	4 66.7 0.9	2 33.3 1.2	0 0.0 0.0	6 100.0 0.9
Other	6 50.0 1.8	5 41.7 2.0	1 8.3 2.2	5 41.7 1.3	7 58.3 3.5	0 0.0 0.0	7 58.3 1.4	5 41.7 4.3	0 0.0 0.0	8 66.7 1.8	3 25.0 1.8	1 8.3 6.7	12 100.0 1.9
Traffic congestion	29 60.4 8.8	15 31.3 5.9	4 8.3 8.9	29 64.4 7.3	14 31.1 7.0	2 4.4 9.1	45 93.8 8.9	3 6.3 2.6	0 0.0 0.0	32 68.1 7.3	15 31.9 8.9	0 0.0 0.0	48 100.0 7.6

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(N=721)

	Preferred road network emphasis			Preferred bus transit emphasis			Preferred LRT system emphasis			Preferred walk/cycle facility emphasis			TOTAL
	Increased	Same	Reduced	Increased	Same	Reduced	Increased	Same	Reduced	Increased	Same	Reduced	
Continue auto use or use other modes more													
Continue auto	59 59.6 15.9	36 36.4 12.7	4 4.0 8.3	47 48.5 10.4	41 42.3 18.7	9 9.3 36.0	59 59.6 10.6	33 33.3 23.6	7 7.1 70.0	49 52.7 10.0	40 43.0 21.2	4 4.3 22.2	101 100.0 14.2
Other modes	312 51.7 84.1	248 41.1 87.3	44 7.3 91.7	403 67.5 89.6	178 29.8 81.3	16 2.7 64.0	495 81.8 89.4	107 17.7 76.4	3 0.5 30.0	440 73.0 90.0	149 24.7 78.8	14 2.3 77.8	610 100.0 85.8
Develop environmentally friendly system													
Strongly disagree	13 65.0 3.5	5 25.0 1.7	2 10.0 4.2	10 50.0 2.2	7 35.0 3.1	3 15.0 12.0	14 70.0 2.5	3 15.0 2.1	3 15.0 30.0	11 55.0 2.2	7 35.0 3.6	2 10.0 11.1	20 100.0 2.8
Disagree	12 40.0 3.2	12 40.0 4.2	6 20.0 12.5	10 34.5 2.2	16 55.2 7.1	3 10.3 12.0	19 63.3 3.4	10 33.3 7.0	1 3.3 10.0	14 48.3 2.8	10 34.5 5.2	5 17.2 27.8	30 100.0 4.2
Neutral	47 50.5 12.6	40 43.0 13.9	6 6.5 12.5	48 53.9 10.7	36 40.4 15.9	5 5.6 20.0	63 67.7 11.3	28 30.1 19.6	2 2.2 20.0	48 53.3 9.7	36 40.0 18.8	6 6.7 33.3	93 100.0 12.9
Agree	101 52.1 27.0	84 43.3 29.2	9 4.6 18.8	113 58.9 25.1	73 38.0 32.3	6 3.1 24.0	156 80.0 27.9	38 19.5 26.6	1 0.5 10.0	142 74.0 28.8	47 24.5 24.5	3 1.6 16.7	197 100.0 27.4
Strongly agree	201 53.9 53.7	147 39.4 51.0	25 6.7 52.1	269 72.5 59.8	94 25.3 41.6	8 2.2 32.0	307 82.1 54.9	64 17.1 44.8	3 0.8 30.0	278 74.7 56.4	92 24.7 47.9	2 0.5 11.1	379 100.0 52.7

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(N=721)

	Preferred road network emphasis			Preferred bus transit emphasis			Preferred LRT system emphasis			Preferred walk/cycle facility emphasis			TOTAL
	Increased	Same	Reduced	Increased	Same	Reduced	Increased	Same	Reduced	Increased	Same	Reduced	
Work location influences home location													
Strongly disagree	82 53.9 22.7	62 40.8 22.1	8 5.3 17.0	93 61.6 21.2	51 33.8 23.5	7 4.6 28.0	112 73.7 20.6	37 24.3 27.4	3 2.0 30.0	100 65.8 20.9	50 32.9 26.6	2 1.3 11.8	156 100.0 22.4
Disagree	48 52.2 13.3	40 43.5 14.3	4 4.3 8.5	58 65.9 13.2	29 33.0 13.4	1 1.1 4.0	70 77.8 12.8	18 20.0 13.3	2 2.2 20.0	63 70.8 13.2	21 23.6 11.2	5 5.6 29.4	92 100.0 13.2
Neutral	57 45.6 15.7	57 45.6 20.4	11 8.8 23.4	70 56.0 16.0	50 40.0 23.0	5 4.0 20.0	100 80.0 18.3	24 19.2 17.8	1 0.8 10.0	80 64.5 16.7	42 33.9 22.3	2 1.6 11.8	125 100.0 18.0
Agree	58 49.6 16.0	47 40.2 16.8	12 10.3 25.5	87 76.3 19.9	25 21.9 11.5	2 1.8 8.0	100 84.0 18.3	19 16.0 14.1	0 0.0 0.0	85 73.3 17.7	30 25.9 16.0	1 0.9 5.9	119 100.0 17.1
Strongly agree	117 57.6 32.3	74 36.5 26.4	12 5.9 25.5	130 64.4 29.7	62 30.7 28.6	10 5.0 40.0	163 79.9 29.9	37 18.1 27.4	4 2.0 40.0	151 74.4 31.5	45 22.2 23.9	7 3.4 41.2	204 100.0 29.3
Auto most practical mode													
Strongly disagree	26 46.4 6.9	21 37.5 7.3	9 16.1 18.8	43 75.4 9.5	13 22.8 5.8	1 1.8 4.0	45 78.9 8.0	12 21.1 8.4	0 0.0 0.0	47 82.5 9.5	8 14.0 4.2	2 3.5 11.1	59 100.0 8.2
Disagree	40 51.9 10.7	28 36.4 9.7	9 11.7 18.8	55 73.3 12.2	18 24.0 8.0	2 2.7 8.0	62 80.5 11.1	14 18.2 9.8	1 1.3 10.0	58 75.3 11.7	16 20.8 8.3	3 3.9 16.7	78 100.0 10.8
Neutral	50 46.7 13.3	47 43.9 16.3	10 9.3 20.8	76 70.4 16.9	32 29.6 14.2	0 0.0 0.0	90 84.1 16.1	16 15.0 11.2	1 0.9 10.0	76 71.7 15.4	27 25.5 14.1	3 2.8 16.7	109 100.0 15.1
Agree	69 47.9 18.4	66 45.8 22.9	9 6.3 18.8	87 61.7 19.3	48 34.0 21.2	6 4.3 24.0	126 87.5 22.5	18 12.5 12.6	0 0.0 0.0	99 70.2 20.0	38 27.0 19.8	4 2.8 22.2	145 100.0 20.1
Strongly agree	190 58.1 50.7	126 38.5 43.8	11 3.4 22.9	190 59.2 42.1	115 35.8 50.9	16 5.0 64.0	237 72.3 42.3	83 25.3 58.0	8 2.4 80.0	214 66.3 43.3	103 31.9 53.6	6 1.9 33.3	330 100.0 45.8

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(N=721)

	Preferred road network emphasis			Preferred bus transit emphasis			Preferred LRT system emphasis			Preferred walk/cycle facility emphasis			TOTAL
	Increased	Same	Reduced	Increased	Same	Reduced	Increased	Same	Reduced	Increased	Same	Reduced	
Maintain system safety													
Strongly disagree	10 45.5 2.7	8 36.4 2.8	4 18.2 8.3	14 63.6 3.1	5 22.7 2.2	3 13.6 12.0	17 77.3 3.0	3 13.6 2.1	2 9.1 20.0	16 72.7 3.2	4 18.2 2.1	2 9.1 11.1	23 100.0 3.2
Disagree	13 35.1 3.5	20 54.1 6.9	4 10.8 8.3	17 45.9 3.8	17 45.9 7.5	3 8.1 12.0	26 70.3 4.7	10 27.0 7.0	1 2.7 10.0	20 54.1 4.1	11 29.7 5.7	6 16.2 33.3	37 100.0 5.1
Neutral	69 42.3 18.4	78 47.9 27.1	16 9.8 33.3	91 58.0 20.2	58 36.9 25.7	8 5.1 32.0	129 79.6 23.1	32 19.8 22.4	1 0.6 10.0	109 66.9 22.1	52 31.9 27.1	2 1.2 11.1	165 100.0 22.9
Agree	103 49.0 27.5	96 45.7 33.3	11 5.2 22.9	132 63.2 29.3	74 35.4 32.7	3 1.4 12.0	181 85.4 32.4	29 13.7 20.3	2 0.9 20.0	154 73.3 31.2	53 25.2 27.6	3 1.4 16.7	213 100.0 29.6
Strongly agree	179 64.4 47.9	86 30.9 29.9	13 4.7 27.1	196 71.0 43.6	72 26.1 31.9	8 2.9 32.0	206 73.8 36.9	69 24.7 48.3	4 1.4 40.0	194 71.6 39.4	72 26.6 37.5	5 1.8 27.8	281 100.0 39.1
Walk/cycle more rather than auto													
Strongly disagree	75 62.0 20.2	41 33.9 14.4	5 4.1 10.4	68 56.2 15.2	48 39.7 21.5	5 4.1 20.0	83 68.0 14.9	34 27.9 24.3	5 4.1 50.0	60 52.6 12.3	48 42.1 25.1	6 5.3 35.3	123 100.0 17.2
Disagree	33 41.3 8.9	39 48.8 13.7	8 10.0 16.7	51 65.4 11.4	24 30.8 10.8	3 3.8 12.0	64 80.0 11.5	16 20.0 11.4	0 0.0 0.0	44 55.7 9.0	31 39.2 16.2	4 5.1 23.5	81 100.0 11.3
Neutral	82 52.6 22.1	67 42.9 23.5	7 4.5 14.6	89 58.9 19.9	59 39.1 26.5	3 2.0 12.0	127 81.4 22.8	26 16.7 18.6	3 1.9 30.0	113 72.4 23.1	40 25.6 20.9	3 1.9 17.6	157 100.0 22.0
Agree	95 55.9 25.6	62 36.5 21.8	13 7.6 27.1	119 70.0 26.6	46 27.1 20.6	5 2.9 20.0	140 81.4 25.2	31 18.0 22.1	1 0.6 10.0	129 75.4 26.4	39 22.8 20.4	3 1.8 17.6	173 100.0 24.2
Strongly agree	86 48.6 23.2	76 42.9 26.7	15 8.5 31.3	120 68.6 26.8	46 26.3 20.6	9 5.1 36.0	142 80.7 25.5	33 18.8 23.6	1 0.6 10.0	143 80.8 29.2	33 18.6 17.3	1 0.6 5.9	180 100.0 25.2

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(N=721)

	Preferred road network emphasis			Preferred bus transit emphasis			Preferred LRT system emphasis			Preferred walk/cycle facility emphasis			TOTAL
	Increased	Same	Reduced	Increased	Same	Reduced	Increased	Same	Reduced	Increased	Same	Reduced	.
Transit more rather than auto													
Strongly disagree	64 59.3 17.1	42 38.9 14.6	2 1.9 4.2	52 49.5 11.6	44 41.9 19.6	9 8.6 36.0	68 63.6 12.2	33 30.8 23.2	6 5.6 60.0	62 59.6 12.6	38 36.5 19.8	4 3.8 23.5	108 100.0 15.0
Disagree	62 62.0 16.6	32 32.0 11.1	6 6.0 12.5	62 62.6 13.8	32 32.3 14.2	5 5.1 20.0	77 77.0 13.8	21 21.0 14.8	2 2.0 20.0	66 66.7 13.4	29 29.3 15.1	4 4.0 23.5	100 100.0 13.9
Neutral	74 46.5 19.8	76 47.8 26.5	9 5.7 18.8	92 59.4 20.4	58 37.4 25.8	5 3.2 20.0	125 78.6 22.4	33 20.8 23.2	1 0.6 10.0	118 75.6 23.9	36 23.1 18.8	2 1.3 11.8	162 100.0 22.6
Agree	81 48.2 21.7	70 41.7 24.4	17 10.1 35.4	114 68.3 25.3	50 29.9 22.2	3 1.8 12.0	146 85.9 26.1	23 13.5 16.2	1 0.6 10.0	122 73.1 24.7	40 24.0 20.8	5 3.0 29.4	170 100.0 23.7
Strongly agree	93 53.4 24.9	67 38.5 23.3	14 8.0 29.2	130 74.7 28.9	41 23.6 18.2	3 1.7 12.0	143 81.7 25.6	32 18.3 22.5	0 0.0 0.0	125 71.0 25.4	49 27.8 25.5	2 1.1 11.8	178 100.0 24.8
Rideshare more rather than auto													
Strongly disagree	68 59.6 18.2	40 35.1 14.2	6 5.3 12.5	65 58.0 14.6	42 37.5 18.8	5 4.5 20.0	82 72.6 14.8	27 23.9 19.0	4 3.5 44.4	70 63.6 14.3	39 35.5 20.4	1 0.9 5.9	114 100.0 16.0
Disagree	36 41.4 9.7	44 50.6 15.6	7 8.0 14.6	48 54.5 10.8	35 39.8 15.6	5 5.7 20.0	71 80.7 12.8	16 18.2 11.3	1 1.1 11.1	48 57.1 9.8	32 38.1 16.8	4 4.8 23.5	89 100.0 12.5
Neutral	85 54.1 22.8	57 36.3 20.2	15 9.6 31.3	103 67.3 23.1	46 30.1 20.5	4 2.6 16.0	135 84.9 24.4	23 14.5 16.2	1 0.6 11.1	121 77.6 24.8	32 20.5 16.8	3 1.9 17.6	160 100.0 22.5
Agree	89 50.3 23.9	76 42.9 27.0	12 6.8 25.0	109 62.3 24.5	59 33.7 26.3	7 4.0 28.0	132 75.0 23.8	43 24.4 30.3	1 0.6 11.1	129 73.3 26.4	43 24.4 22.5	4 2.3 23.5	177 100.0 24.9
Strongly agree	95 56.5 25.5	65 38.7 23.0	8 4.8 16.7	120 72.3 27.0	42 25.3 18.8	4 2.4 16.0	134 79.3 24.2	33 19.5 23.2	2 1.2 22.2	120 70.6 24.6	45 26.5 23.6	5 2.9 29.4	172 100.0 24.2

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(N=721)

	Preferred road network emphasis			Preferred bus transit emphasis			Preferred LRT system emphasis			Preferred walk/cycle facility emphasis			TOTAL
	Increased	Same	Reduced	Increased	Same	Reduced	Increased	Same	Reduced	Increased	Same	Reduced	
Increase housing densities													
Strongly disagree	121	80	10	131	69	10	173	37	4	145	60	5	216
	57.3	37.9	4.7	62.4	32.9	4.8	80.8	17.3	1.9	69.0	28.6	2.4	100.0
	32.9	28.1	20.8	29.6	30.9	40.0	31.3	26.2	44.4	30.0	31.3	27.8	30.5
Disagree	68	59	8	78	50	5	106	27	1	93	38	3	135
	50.4	43.7	5.9	58.6	37.6	3.8	79.1	20.1	0.7	69.4	28.4	2.2	100.0
	18.5	20.7	16.7	17.6	22.4	20.0	19.2	19.1	11.1	19.2	19.8	16.7	19.0
Neutral	74	68	13	98	48	5	118	34	1	107	43	1	155
	47.7	43.9	8.4	64.9	31.8	3.3	77.1	22.2	0.7	70.9	28.5	0.7	100.0
	20.1	23.9	27.1	22.1	21.5	20.0	21.4	24.1	11.1	22.1	22.4	5.6	21.9
Agree	57	49	10	78	35	3	93	24	2	79	30	7	119
	49.1	42.2	8.6	67.2	30.2	2.6	78.2	20.2	1.7	68.1	25.9	6.0	100.0
	15.5	17.2	20.8	17.6	15.7	12.0	16.8	17.0	22.2	16.3	15.6	38.9	16.8
Strongly agree	48	29	7	58	21	2	62	19	1	60	21	2	84
	57.1	34.5	8.3	71.6	25.9	2.5	75.6	23.2	1.2	72.3	25.3	2.4	100.0
	13.0	10.2	14.6	13.1	9.4	8.0	11.2	13.5	11.1	12.4	10.9	11.1	11.8

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(N=721)

	Preferred road network emphasis			Preferred bus transit emphasis			Preferred LRT system emphasis			Preferred walk/cycle facility emphasis			TOTAL
	Increased	Same	Reduced	Increased	Same	Reduced	Increased	Same	Reduced	Increased	Same	Reduced	
TOTAL	375 52.7 100.0	288 40.5 100.0	48 6.8 100.0	451 64.2 100.0	226 32.2 100.0	25 3.6 100.0	560 78.5 100.0	143 20.1 100.0	10 1.4 100.0	494 70.2 100.0	192 27.3 100.0	18 2.6 100.0	721 100.0 100.0
Preferred transportation spending level													
Increased	134 62.0 36.2	68 31.5 24.1	14 6.5 30.4	163 76.2 36.9	44 20.6 19.8	7 3.3 30.4	189 86.7 34.6	27 12.4 19.1	2 0.9 20.0	160 75.5 33.4	46 21.7 24.1	6 2.8 33.3	218 100.0 31.0
Same	212 48.7 57.3	197 45.3 69.9	26 6.0 56.5	250 58.8 56.6	164 38.6 73.9	11 2.6 47.8	328 75.9 60.0	100 23.1 70.9	4 0.9 40.0	288 66.7 60.1	136 31.5 71.2	8 1.9 44.4	438 100.0 62.2
Decreased	24 51.1 6.5	17 36.2 6.0	6 12.8 13.0	29 60.4 6.6	14 29.2 6.3	5 10.4 21.7	30 62.5 5.5	14 29.2 9.9	4 8.3 40.0	31 70.5 6.5	9 20.5 4.7	4 9.1 22.2	48 100.0 6.8
Preferred transportation service level													
Improved	323 59.5 86.1	193 35.5 67.2	27 5.0 56.3	379 70.2 84.0	146 27.0 64.9	15 2.8 60.0	457 83.7 81.6	82 15.0 57.7	7 1.3 70.0	397 73.4 80.5	132 24.4 68.8	12 2.2 66.7	551 100.0 76.6
Same	47 29.7 12.5	92 58.2 32.1	19 12.0 39.6	68 44.7 15.1	78 51.3 34.7	6 3.9 24.0	99 63.1 17.7	57 36.3 40.1	1 0.6 10.0	92 59.7 18.7	57 37.0 29.7	5 3.2 27.8	159 100.0 22.1
Reduced	5 55.6 1.3	2 22.2 0.7	2 22.2 4.2	4 44.4 0.9	1 11.1 0.4	4 44.4 16.0	4 44.4 0.7	3 33.3 2.1	2 22.2 20.0	4 50.0 0.8	3 37.5 1.6	1 12.5 5.6	9 100.0 1.3
Preferred road network emphasis													
Increased	375 100.0 100.0	0 0.0 0.0	0 0.0 0.0	272 73.5 60.9	86 23.2 38.4	12 3.2 48.0	300 80.9 54.2	63 17.0 44.1	8 2.2 80.0	268 73.0 54.8	90 24.5 46.9	9 2.5 50.0	375 100.0 52.7
Same	0 0.0 0.0	288 100.0 100.0	0 0.0 0.0	145 52.0 32.4	125 44.8 55.8	9 3.2 36.0	210 73.2 38.0	75 26.1 52.4	2 0.7 20.0	182 64.1 37.2	95 33.5 49.5	7 2.5 38.9	288 100.0 40.5
Reduced	0 0.0 0.0	0 0.0 0.0	48 100.0 100.0	30 63.8 6.7	13 27.7 5.8	4 8.5 16.0	43 89.6 7.8	5 10.4 3.5	0 0.0 0.0	39 81.3 8.0	7 14.6 3.6	2 4.2 11.1	48 100.0 6.8

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(N=721)

	Preferred road network emphasis			Preferred bus transit emphasis			Preferred LRT system emphasis			Preferred walk/cycle facility emphasis			TOTAL
	Increased	Same	Reduced	Increased	Same	Reduced	Increased	Same	Reduced	Increased	Same	Reduced	
Preferred bus transit emphasis													
Increased	272	145	30	451	0	0	403	45	2	342	95	6	451
	60.9	32.4	6.7	100.0	0.0	0.0	89.6	10.0	0.4	77.2	21.4	1.4	100.0
	73.5	52.0	63.8	100.0	0.0	0.0	73.3	32.1	20.0	70.8	50.5	35.3	64.2
Same	86	125	13	0	226	0	130	91	4	126	88	6	226
	38.4	55.8	5.8	0.0	100.0	0.0	57.8	40.4	1.8	57.3	40.0	2.7	100.0
	23.2	44.8	27.7	0.0	100.0	0.0	23.6	65.0	40.0	26.1	46.8	35.3	32.2
Reduced	12	9	4	0	0	25	17	4	4	15	5	5	25
	48.0	36.0	16.0	0.0	0.0	100.0	68.0	16.0	16.0	60.0	20.0	20.0	100.0
	3.2	3.2	8.5	0.0	0.0	100.0	3.1	2.9	40.0	3.1	2.7	29.4	3.6
Preferred LRT system emphasis													
Increased	300	210	43	403	130	17	560	0	0	418	123	9	560
	54.2	38.0	7.8	73.3	23.6	3.1	100.0	0.0	0.0	76.0	22.4	1.6	100.0
	80.9	73.2	89.6	89.6	57.8	68.0	100.0	0.0	0.0	85.3	64.4	50.0	78.5
Same	63	75	5	45	91	4	0	143	0	66	67	6	143
	44.1	52.4	3.5	32.1	65.0	2.9	0.0	100.0	0.0	47.5	48.2	4.3	100.0
	17.0	26.1	10.4	10.0	40.4	16.0	0.0	100.0	0.0	13.5	35.1	33.3	20.1
Reduced	8	2	0	2	4	4	0	0	10	6	1	3	10
	80.0	20.0	0.0	20.0	40.0	40.0	0.0	0.0	100.0	60.0	10.0	30.0	100.0
	2.2	0.7	0.0	0.4	1.8	16.0	0.0	0.0	100.0	1.2	0.5	16.7	1.4
Preferred walk/cycle facility emphasis													
Increased	268	182	39	342	126	15	418	66	6	494	0	0	494
	54.8	37.2	8.0	70.8	26.1	3.1	85.3	13.5	1.2	100.0	0.0	0.0	100.0
	73.0	64.1	81.3	77.2	57.3	60.0	76.0	47.5	60.0	100.0	0.0	0.0	70.2
Same	90	95	7	95	88	5	123	67	1	0	192	0	192
	46.9	49.5	3.6	50.5	46.8	2.7	64.4	35.1	0.5	0.0	100.0	0.0	100.0
	24.5	33.5	14.6	21.4	40.0	20.0	22.4	48.2	10.0	0.0	100.0	0.0	27.3
Reduced	9	7	2	6	6	5	9	6	3	0	0	18	18
	50.0	38.9	11.1	35.3	35.3	29.4	50.0	33.3	16.7	0.0	0.0	100.0	100.0
	2.5	2.5	4.2	1.4	2.7	20.0	1.6	4.3	30.0	0.0	0.0	100.0	2.6

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(N=721)

	Preferred road network emphasis			Preferred bus transit emphasis			Preferred LRT system emphasis			Preferred walk/cycle facility emphasis			TOTAL
	Increased	Same	Reduced	Increased	Same	Reduced	Increased	Same	Reduced	Increased	Same	Reduced	
Respondent employment status													
Employed FT/PT	259 52.6 69.1	196 39.8 68.1	37 7.5 77.1	317 65.6 70.3	149 30.8 65.9	17 3.5 68.0	391 79.6 69.8	93 18.9 65.0	7 1.4 70.0	350 71.6 70.9	130 26.6 67.7	9 1.8 50.0	494 100.0 68.5
Student	20 47.6 5.3	18 42.9 6.3	4 9.5 8.3	33 76.7 7.3	9 20.9 4.0	1 2.3 4.0	37 86.0 6.6	6 14.0 4.2	0 0.0 0.0	31 72.1 6.3	9 20.9 4.7	3 7.0 16.7	43 100.0 6.0
Unemployed	16 44.4 4.3	16 44.4 5.6	4 11.1 8.3	23 63.9 5.1	11 30.6 4.9	2 5.6 8.0	29 78.4 5.2	8 21.6 5.6	0 0.0 0.0	27 73.0 5.5	10 27.0 5.2	0 0.0 0.0	37 100.0 5.1
Homemaker retired	80 56.7 21.3	58 41.1 20.1	3 2.1 6.3	78 55.7 17.3	57 40.7 25.2	5 3.6 20.0	103 72.5 18.4	36 25.4 25.2	3 2.1 30.0	86 63.7 17.4	43 31.9 22.4	6 4.4 33.3	147 100.0 20.4
Usual travel mode													
Auto alone	248 54.5 66.1	183 40.2 63.5	24 5.3 50.0	271 61.0 60.1	155 34.9 68.6	18 4.1 72.0	354 78.0 63.2	92 20.3 64.3	8 1.8 80.0	308 69.2 62.3	127 28.5 66.1	10 2.2 55.6	457 100.0 63.4
Car pool	25 53.2 6.7	19 40.4 6.6	3 6.4 6.3	30 62.5 6.7	15 31.3 6.6	3 6.3 12.0	37 77.1 6.6	11 22.9 7.7	0 0.0 0.0	34 70.8 6.9	13 27.1 6.8	1 2.1 5.6	48 100.0 6.7
Transit	68 50.4 18.1	56 41.5 19.4	11 8.1 22.9	97 70.8 21.5	38 27.7 16.8	2 1.5 8.0	110 80.9 19.6	24 17.6 16.8	2 1.5 20.0	95 68.8 19.2	37 26.8 19.3	6 4.3 33.3	140 100.0 19.4
Bicycle	3 15.0 0.8	13 65.0 4.5	4 20.0 8.3	15 78.9 3.3	4 21.1 1.8	0 0.0 0.0	16 80.0 2.9	4 20.0 2.8	0 0.0 0.0	19 95.0 3.8	1 5.0 0.5	0 0.0 0.0	20 100.0 2.8
Walking	25 53.2 6.7	16 34.0 5.6	6 12.8 12.5	35 74.5 7.8	10 21.3 4.4	2 4.3 8.0	40 83.3 7.1	8 16.7 5.6	0 0.0 0.0	36 76.6 7.3	11 23.4 5.7	0 0.0 0.0	49 100.0 6.8
Other	6 85.7 1.6	1 14.3 0.3	0 0.0 0.0	3 42.9 0.7	4 57.1 1.8	0 0.0 0.0	3 42.9 0.5	4 57.1 2.8	0 0.0 0.0	2 33.3 0.4	3 50.0 1.6	1 16.7 5.6	7 100.0 1.0

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(N=457) Auto drivers only

	Preferred road network emphasis			Preferred bus transit emphasis			Preferred LRT system emphasis			Preferred walk/cycle facility emphasis			TOTAL
	Increased	Same	Reduced	Increased	Same	Reduced	Increased	Same	Reduced	Increased	Same	Reduced	
TOTAL	248 54.5 100.0	183 40.2 100.0	24 5.3 100.0	271 61.0 100.0	155 34.9 100.0	18 4.1 100.0	354 78.0 100.0	92 20.3 100.0	8 1.8 100.0	308 69.2 100.0	127 28.5 100.0	10 2.2 100.0	457 100.0 100.0
Environment motivator to use auto less													
Strongly disagree	31 64.6 12.5	16 33.3 8.7	1 2.1 4.2	20 42.6 7.4	23 48.9 14.8	4 8.5 22.2	31 63.3 8.8	15 30.6 16.3	3 6.1 37.5	30 66.7 9.7	12 26.7 9.4	3 6.7 30.0	49 100.0 10.7
Disagree	25 55.6 10.1	18 40.0 9.8	2 4.4 8.3	24 54.5 8.9	19 43.2 12.3	1 2.3 5.6	30 66.7 8.5	14 31.1 15.2	1 2.2 12.5	24 57.1 7.8	16 38.1 12.6	2 4.8 20.0	45 100.0 9.8
Neutral	55 50.5 22.2	49 45.0 26.8	5 4.6 20.8	66 62.9 24.4	36 34.3 23.2	3 2.9 16.7	90 81.8 25.4	19 17.3 20.7	1 0.9 12.5	63 58.9 20.5	41 38.3 32.3	3 2.8 30.0	110 100.0 24.1
Agree	69 52.3 27.8	57 43.2 31.1	6 4.5 25.0	86 66.2 31.7	40 30.8 25.8	4 3.1 22.2	109 83.2 30.8	20 15.3 21.7	2 1.5 25.0	101 77.1 32.8	28 21.4 22.0	2 1.5 20.0	132 100.0 28.9
Strongly agree	68 56.2 27.4	43 35.5 23.5	10 8.3 41.7	75 63.6 27.7	37 31.4 23.9	6 5.1 33.3	94 79.0 26.6	24 20.2 26.1	1 0.8 12.5	90 75.0 29.2	30 25.0 23.6	0 0.0 0.0	121 100.0 26.5

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(N=457) Auto drivers only

	Preferred road network emphasis			Preferred bus transit emphasis			Preferred LRT system emphasis			Preferred walk/cycle facility emphasis			TOTAL
	Increased	Same	Reduced	Increased	Same	Reduced	Increased	Same	Reduced	Increased	Same	Reduced	
Congestion motivator to use auto less													
Strongly disagree	37	19	2	24	29	5	37	19	3	32	22	1	59
	63.8	32.8	3.4	41.4	50.0	8.6	62.7	32.2	5.1	58.2	40.0	1.8	100.0
	14.9	10.4	8.3	8.9	18.7	27.8	10.5	20.7	37.5	10.4	17.3	10.0	12.9
Disagree	26	24	2	32	17	3	39	12	1	27	21	2	52
	50.0	46.2	3.8	61.5	32.7	5.8	75.0	23.1	1.9	54.0	42.0	4.0	100.0
	10.5	13.1	8.3	11.8	11.0	16.7	11.0	13.0	12.5	8.8	16.5	20.0	11.4
Neutral	66	35	5	63	38	3	90	16	0	70	28	4	106
	62.3	33.0	4.7	60.6	36.5	2.9	84.9	15.1	0.0	68.6	27.5	3.9	100.0
	26.6	19.1	20.8	23.2	24.5	16.7	25.4	17.4	0.0	22.7	22.0	40.0	23.2
Agree	61	63	5	81	38	3	106	20	2	93	32	3	130
	47.3	48.8	3.9	66.4	31.1	2.5	82.8	15.6	1.6	72.7	25.0	2.3	100.0
	24.6	34.4	20.8	29.9	24.5	16.7	29.9	21.7	25.0	30.2	25.2	30.0	28.4
Strongly agree	58	42	10	71	33	4	82	25	2	86	24	0	110
	52.7	38.2	9.1	65.7	30.6	3.7	75.2	22.9	1.8	78.2	21.8	0.0	100.0
	23.4	23.0	41.7	26.2	21.3	22.2	23.2	27.2	25.0	27.9	18.9	0.0	24.1
Higher costs motivator to use auto less													
Strongly disagree	39	30	0	31	34	4	47	20	3	38	27	1	70
	56.5	43.5	0.0	44.9	49.3	5.8	67.1	28.6	4.3	57.6	40.9	1.5	100.0
	15.7	16.4	0.0	11.4	21.9	22.2	13.3	21.7	37.5	12.3	21.3	10.0	15.3
Disagree	33	29	5	37	22	5	53	15	0	40	22	3	68
	49.3	43.3	7.5	57.8	34.4	7.8	77.9	22.1	0.0	61.5	33.8	4.6	100.0
	13.3	15.8	20.8	13.7	14.2	27.8	15.0	16.3	0.0	13.0	17.3	30.0	14.9
Neutral	65	44	7	68	42	4	89	24	2	76	36	2	116
	56.0	37.9	6.0	59.6	36.8	3.5	77.4	20.9	1.7	66.7	31.6	1.8	100.0
	26.2	24.0	29.2	25.1	27.1	22.2	25.1	26.1	25.0	24.7	28.3	20.0	25.4
Agree	59	47	8	72	34	2	94	16	2	83	25	3	114
	51.8	41.2	7.0	66.7	31.5	1.9	83.9	14.3	1.8	74.8	22.5	2.7	100.0
	23.8	25.7	33.3	26.6	21.9	11.1	26.6	17.4	25.0	26.9	19.7	30.0	24.9
Strongly agree	52	33	4	63	23	3	71	17	1	71	17	1	89
	58.4	37.1	4.5	70.8	25.8	3.4	79.8	19.1	1.1	79.8	19.1	1.1	100.0
	21.0	18.0	16.7	23.2	14.8	16.7	20.1	18.5	12.5	23.1	13.4	10.0	19.5

GoPlan Public Opinion Survey - October 1992

(N 457) Auto drivers only

	Preferred road network emphasis			Preferred bus transit emphasis			Preferred LRT system emphasis			Preferred walk/cycle facility emphasis			TOTAL
	Increased	Same	Reduced	Increased	Same	Reduced	Increased	Same	Reduced	Increased	Same	Reduced	
Transit convenience motivator to use auto less													
Strongly disagree	26 60.5 10.5	16 37.2 8.7	1 2.3 4.2	15 36.6 5.5	20 48.8 12.9	6 14.6 33.3	26 61.9 7.3	12 28.6 13.0	4 9.5 50.0	30 73.2 9.7	9 22.0 7.1	2 4.9 20.0	43 100.0 9.4
Disagree	14 46.7 5.6	16 53.3 8.7	0 0.0 0.0	10 33.3 3.7	19 63.3 12.3	1 3.3 5.6	22 73.3 6.2	8 26.7 8.7	0 0.0 0.0	16 53.3 5.2	12 40.0 9.4	2 6.7 20.0	30 100.0 6.6
Neutral	34 54.8 13.7	26 41.9 14.2	2 3.2 8.3	38 61.3 14.0	22 35.5 14.2	2 3.2 11.1	44 71.0 12.4	17 27.4 18.5	1 1.6 12.5	35 56.5 11.4	26 41.9 20.5	1 1.6 10.0	62 100.0 13.6
Agree	64 48.9 25.8	57 43.5 31.1	10 7.6 41.7	82 66.1 30.3	38 30.6 24.5	4 3.2 22.2	107 81.7 30.2	23 17.6 25.0	1 0.8 12.5	91 71.7 29.5	32 25.2 25.2	4 3.1 40.0	132 100.0 28.9
Strongly agree	110 58.2 44.4	68 36.0 37.2	11 5.8 45.8	126 67.4 46.5	56 29.9 36.1	5 2.7 27.8	155 82.0 43.8	32 16.9 34.8	2 1.1 25.0	136 73.5 44.2	48 25.9 37.8	1 0.5 10.0	190 100.0 41.6

GoPlan Public Opinion Survey - October 1992

(N=721)

	Preferred road network emphasis			Preferred bus transit emphasis			Preferred LRT system emphasis			Preferred walk/cycle facility emphasis			TOTAL
	Increased	Same	Reduced	Increased	Same	Reduced	Increased	Same	Reduced	Increased	Same	Reduced	
TOTAL	375 52.7 100.0	288 40.5 100.0	48 6.8 100.0	451 64.2 100.0	226 32.2 100.0	25 3.6 100.0	560 78.5 100.0	143 20.1 100.0	10 1.4 100.0	494 70.2 100.0	192 27.3 100.0	18 2.6 100.0	721 100.0 100.0
Respondent sex													
Male	168 45.3 44.8	168 45.3 58.3	35 9.4 72.9	214 58.5 47.5	136 37.2 60.2	16 4.4 64.0	286 76.9 51.1	80 21.5 55.9	6 1.6 60.0	256 69.8 51.8	97 26.4 50.5	14 3.8 77.8	376 100.0 52.1
Female	207 60.9 55.2	120 35.3 41.7	13 3.8 27.1	237 70.5 52.5	90 26.8 39.8	9 2.7 36.0	274 80.4 48.9	63 18.5 44.1	4 1.2 40.0	238 70.6 48.2	95 28.2 49.5	4 1.2 22.2	345 100.0 47.9
Age group													
18-24	32 45.1 8.6	32 45.1 11.1	7 9.9 14.6	52 72.2 11.6	16 22.2 7.1	4 5.6 16.0	63 87.5 11.3	9 12.5 6.3	0 0.0 0.0	56 77.8 11.4	14 19.4 7.3	2 2.8 11.1	72 100.0 10.0
25-44	203 52.9 54.4	152 39.6 53.0	29 7.6 60.4	251 67.1 55.9	116 31.0 51.6	7 1.9 28.0	306 79.7 54.8	74 19.3 52.1	4 1.0 40.0	290 75.9 59.1	86 22.5 44.8	6 1.6 33.3	385 100.0 53.6
45-54	58 53.2 15.5	46 42.2 16.0	5 4.6 10.4	64 58.7 14.3	36 33.0 16.0	9 8.3 36.0	85 78.0 15.2	21 19.3 14.8	3 2.8 30.0	65 60.2 13.2	40 37.0 20.8	3 2.8 16.7	110 100.0 15.3
55-64	36 53.7 9.7	27 40.3 9.4	4 6.0 8.3	39 60.0 8.7	23 35.4 10.2	3 4.6 12.0	46 69.7 8.2	19 28.8 13.4	1 1.5 10.0	35 53.8 7.1	26 40.0 13.5	4 6.2 22.2	68 100.0 9.5
65+	44 57.1 11.8	30 39.0 10.5	3 3.9 6.3	43 54.4 9.6	34 43.0 15.1	2 2.5 8.0	58 73.4 10.4	19 24.1 13.4	2 2.5 20.0	45 60.8 9.2	26 35.1 13.5	3 4.1 16.7	83 100.0 11.6

GoPlan Public Opinion Survey - October 1992

(N=721)

	Preferred road network emphasis			Preferred bus transit emphasis			Preferred LRT system emphasis			Preferred walk/cycle facility emphasis			TOTAL
	Increased	Same	Reduced	Increased	Same	Reduced	Increased	Same	Reduced	Increased	Same	Reduced	
Location - city sector													
NW	43 43.0 11.6	51 51.0 17.8	6 6.0 13.0	61 61.0 13.6	34 34.0 15.2	5 5.0 20.8	80 79.2 14.4	18 17.8 12.8	3 3.0 30.0	73 71.6 14.9	26 25.5 13.8	3 2.9 16.7	102 100.0 14.3
N	31 56.4 8.4	22 40.0 7.7	2 3.6 4.3	36 66.7 8.1	18 33.3 8.0	0 0.0 0.0	45 81.8 8.1	9 16.4 6.4	1 1.8 10.0	40 74.1 8.1	14 25.9 7.4	0 0.0 0.0	55 100.0 7.7
NE	51 66.2 13.7	19 24.7 6.6	7 9.1 15.2	52 69.3 11.6	20 26.7 8.9	3 4.0 12.5	62 80.5 11.2	13 16.9 9.2	2 2.6 20.0	58 75.3 11.8	16 20.8 8.5	3 3.9 16.7	77 100.0 10.8
E	28 66.7 7.5	13 31.0 4.5	1 2.4 2.2	28 70.0 6.3	12 30.0 5.4	0 0.0 0.0	33 80.5 5.9	8 19.5 5.7	0 0.0 0.0	27 67.5 5.5	13 32.5 6.9	0 0.0 0.0	43 100.0 6.0
SE	12 48.0 3.2	13 52.0 4.5	0 0.0 0.0	16 66.7 3.6	8 33.3 3.6	0 0.0 0.0	16 64.0 2.9	8 32.0 5.7	1 4.0 10.0	20 80.0 4.1	5 20.0 2.6	0 0.0 0.0	25 100.0 3.5
S	41 51.9 11.1	32 40.5 11.1	6 7.6 13.0	43 55.1 9.6	30 38.5 13.4	5 6.4 20.8	63 79.7 11.4	15 19.0 10.6	1 1.3 10.0	47 61.0 9.6	28 36.4 14.8	2 2.6 11.1	79 100.0 11.1
SW	52 58.4 14.0	35 39.3 12.2	2 2.2 4.3	59 66.3 13.2	27 30.3 12.1	3 3.4 12.5	71 78.9 12.8	19 21.1 13.5	0 0.0 0.0	58 66.7 11.8	28 32.2 14.8	1 1.1 5.6	90 100.0 12.6
W	22 38.6 5.9	32 56.1 11.1	3 5.3 6.5	38 67.9 8.5	18 32.1 8.0	0 0.0 0.0	42 75.0 7.6	14 25.0 9.9	0 0.0 0.0	39 68.4 7.9	15 26.3 7.9	3 5.3 16.7	59 100.0 8.3
C	91 50.6 24.5	70 38.9 24.4	19 10.6 41.3	114 63.7 25.5	57 31.8 25.4	8 4.5 33.3	143 78.6 25.8	37 20.3 26.2	2 1.1 20.0	129 72.1 26.3	44 24.6 23.3	6 3.4 33.3	184 100.0 25.8

MULTIVARIATE TABLES

- Location - City Sector
- Respondent Employment Status

APPENDIX A-3

GoPlan Public Opinion Survey - October 1992

(N=721)

	Location - city sector									Respondent employment status			TOTAL
	NW	N	NE	E	SE	S	SW	W	C	Employed FT/PT	Student	Unemployed	
TOTAL	102 14.3 100.0	55 7.7 100.0	77 10.8 100.0	43 6.0 100.0	25 3.5 100.0	79 11.1 100.0	90 12.6 100.0	59 8.3 100.0	184 25.8 100.0	494 68.5 100.0	43 6.0 100.0	184 25.5 100.0	721 100.0 100.0
General transportation system satisfaction level													
Very dissatisfied	1 7.1 1.0	0 0.0 0.0	4 28.6 5.3	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	5 35.7 5.6	1 7.1 1.7	3 21.4 1.6	7 50.0 1.4	0 0.0 0.0	7 50.0 3.8	14 100.0 1.9
Dissatisfied	7 19.4 6.9	2 5.6 3.6	4 11.1 5.3	2 5.6 4.7	2 5.6 8.0	4 11.1 5.1	5 13.9 5.6	4 11.1 6.8	6 16.7 3.3	27 75.0 5.5	2 5.6 4.8	7 19.4 3.8	36 100.0 5.0
Neutral	36 18.4 35.3	13 6.6 23.6	26 13.3 34.2	16 8.2 37.2	7 3.6 28.0	18 9.2 22.8	23 11.7 25.8	17 8.7 28.8	40 20.4 21.9	147 74.2 29.8	12 6.1 28.6	39 19.7 21.4	198 100.0 27.6
Satisfied	38 11.8 37.3	33 10.2 60.0	31 9.6 40.8	19 5.9 44.2	10 3.1 40.0	35 10.8 44.3	41 12.7 46.1	20 6.2 33.9	96 29.7 52.5	225 69.0 45.5	22 6.7 52.4	79 24.2 43.4	326 100.0 45.4
Very satisfied	20 14.1 19.6	7 4.9 12.7	11 7.7 14.5	6 4.2 14.0	6 4.2 24.0	22 15.5 27.8	15 10.6 16.9	17 12.0 28.8	38 26.8 20.8	88 61.1 17.8	6 4.2 14.3	50 34.7 27.5	144 100.0 20.1

GoPlan Public Opinion Survey - October 1992

(N=721)

	Location - city sector									Respondent employment status			TOTAL
	NW	N	NE	E	SE	S	SW	W	C	Employed FT/PT	Student	Unemployed	
Most important long term issue													
Expand LRT	24 19.2 26.4	12 9.6 28.6	9 7.2 13.6	6 4.8 16.2	5 4.0 20.0	11 8.8 16.7	19 15.2 22.6	6 4.8 12.0	33 26.4 20.0	88 69.8 19.6	10 7.9 25.0	28 22.2 19.4	126 100.0 19.9
Transit security	4 30.8 4.4	0 0.0 0.0	1 7.7 1.5	2 15.4 5.4	0 0.0 0.0	3 23.1 4.5	0 0.0 0.0	0 0.0 0.0	3 23.1 1.8	10 76.9 2.2	0 0.0 0.0	3 23.1 2.1	13 100.0 2.1
LRT/road traffic conflict	0 0.0 0.0	0 0.0 0.0	3 25.0 4.5	3 25.0 8.1	1 8.3 4.0	2 16.7 3.0	2 16.7 2.4	0 0.0 0.0	1 8.3 0.6	10 83.3 2.2	1 8.3 2.5	1 8.3 0.7	12 100.0 1.9
LRT underground	0 0.0 0.0	0 0.0 0.0	1 10.0 1.5	0 0.0 0.0	1 10.0 4.0	1 10.0 1.5	1 10.0 1.2	1 10.0 2.0	5 50.0 3.0	8 80.0 1.8	0 0.0 0.0	2 20.0 1.4	10 100.0 1.6
Increase transit efficiency	7 14.3 7.7	3 6.1 7.1	7 14.3 10.6	0 0.0 0.0	2 4.1 8.0	5 10.2 7.6	5 10.2 6.0	4 8.2 8.0	16 32.7 9.7	34 68.0 7.6	2 4.0 5.0	14 28.0 9.7	50 100.0 7.9
Promote encourage transit use	8 18.6 8.8	1 2.3 2.4	3 7.0 4.5	1 2.3 2.7	3 7.0 12.0	3 7.0 4.5	7 16.3 8.3	1 2.3 2.0	16 37.2 9.7	29 67.4 6.5	2 4.7 5.0	12 27.9 8.3	43 100.0 6.8
Improve bus access/frequency	7 17.1 7.7	6 14.6 14.3	10 24.4 15.2	4 9.8 10.8	0 0.0 0.0	2 4.9 3.0	4 9.8 4.8	3 7.3 6.0	5 12.2 3.0	26 61.9 5.8	7 16.7 17.5	9 21.4 6.3	42 100.0 6.6
Improve disabled transit access	2 13.3 2.2	1 6.7 2.4	1 6.7 1.5	1 6.7 2.7	0 0.0 0.0	0 0.0 0.0	1 6.7 1,2	0 0.0 0.0	9 60.0 5.5	4 26.7 0.9	0 0.0 0.0	11 73.3 7.6	15 100.0 2.4
Improve CBD parking	1 16.7 1.1	0 0.0 0.0	0 0.0 0.0	1 16.7 2.7	0 0.0 0.0	1 16.7 1.5	0 0.0 0.0	3 50.0 6.0	0 0.0 0.0	4 66.7 0.9	0 0.0 0.0	2 33.3 1.4	6 100.0 0.9
Peak period CBD traffic	4 14.3 4.4	1 3.6 2.4	1 3.6 1.5	0 0.0 0.0	0 0.0 0.0	2 7.1 3.0	6 21,4 7.1	3 10.7 6.0	11 39.3 6.7	24 82.8 5.3	3 10.3 7.5	2 6.9 1.4	29 100.0 4.6
Residential traffic volume	2 15.4 2.2	0 0.0 0.0	2 15.4 3.0	1 7.7 2.7	1 7.7 4.0	2 15.4 3.0	1 7.7 1.2	1 7.7 2.0	3 23.1 1.8	10 76.9 2.2	0 0.0 0.0	3 23.1 2.1	13 100.0 2.1
Improve existing network	3 7.5 3.3	2 5.0 4.8	1 2.5 1.5	6 15.0 16.2	4 10.0 16.0	4 10.0 6.1	5 12.5 6.0	2 5.0 4.0	13 32.5 7.9	30 73.2 6.7	3 7.3 7.5	8 19.5 5.6	41 100.0 6.5
Intersection improvements	3 15.8 3.3	3 15.8 7.1	6 31.6 9.1	1 5.3 2.7	0 0.0 0.0	2 10.5 3.0	2 10.5 2.4	2 10.5 4.0	0 0.0 0.0	12 63.2 2.7	1 5.3 2.5	6 31.6 4.2	19 100.0 3.0

GoPlan Public Opinion Survey - October 1992

(N=721)

	Location - city sector									Respondent employment status			TOTAL
	NW	N	NE	E	SE	S	SW	W	C	Employed FT/PT	Student	Unemployed	
Most important long term issue (Cont.)													
Network expansion	4 12.5 4.4	2 6.3 4.8	3 9.4 4.5	4 12.5 10.8	1 3.1 4.0	3 9.4 4.5	8 25.0 9.5	1 3.1 2.0	6 18.8 3.6	26 78.8 5.8	2 6.1 5.0	5 15.2 3.5	33 100.0 5.2
Improve outer area access	1 6.3 1.1	0 0.0 0.0	1 6.3 1.5	4 25.0 10.8	1 6.3 4.0	1 6.3 1.5	3 18.8 3.6	2 12.5 4.0	3 18.8 1.8	12 75.0 2.7	0 0.0 0.0	4 25.0 2.8	16 100.0 2.5
East/West travel improvemnet	4 9.3 4.4	2 4.7 4.8	7 16.3 10.6	2 4.7 5.4	0 0.0 0.0	4 9.3 6.1	4 9.3 4.8	7 16.3 14.0	13 30.2 7.9	34 79.1 7.6	1 2.3 2.5	8 18.6 5.6	43 100.0 6.8
Spend/plan smarter	4 17.4 4.4	2 8.7 4.8	1 4.3 1.5	0 0.0 0.0	0 0.0 0.0	7 30.4 10.6	3 13.0 3.6	1 4.3 2.0	5 21.7 3.0	16 69.6 3.6	1 4.3 2.5	6 26.1 4.2	23 100.0 3.6
Bicycle facilities	5 15.2 5.5	2 6.1 4.8	2 6.1 3.0	0 0.0 0.0	2 6.1 8.0	3 9.1 4.5	4 12.1 4.8	4 12.1 8.0	11 33.3 6.7	24 72.7 5.3	4 12.1 10.0	5 15.2 3.5	33 100.0 5.2
Pedestrian facilities	0 0.0 0.0	1 16.7 2.4	2 33.3 3.0	1 16.7 2.7	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	2 33.3 1.2	2 33.3 0.4	1 16.7 2.5	3 50.0 2.1	6 100.0 0.9
Other	3 25.0 3.3	2 16.7 4.8	1 8.3 1.5	0 0.0 0.0	1 8.3 4.0	1 8.3 1.5	0 0.0 0.0	2 16.7 4.0	2 16.7 1.2	9 75.0 2.0	1 8.3 2.5	2 16.7 1.4	12 100.0 1.9
Traffic congestion	5 10.6 5.5	2 4.3 4.8	4 8.5 6.1	0 0.0 0.0	3 6.4 12.0	9 19.1 13.6	9 19.1 10.7	7 14.9 14.0	8 17.0 4.8	37 77.1 8.2	1 2.1 2.5	10 20.8 6.9	48 100.0 7.6
Continue auto use or use other modes more													
Continue auto	12 12.0 12.0	9 9.0 16.7	13 13.0 16.9	10 10.0 23.8	7 7.0 28.0	15 15.0 19.2	13 13.0 14.8	4 4.0 7.0	17 17.0 9.3	67 66.3 13.8	4 4.0 9.3	30 29.7 16.6	101 100.0 14.2
Other modes	88 14.6 88.0	45 7.5 83.3	64 10.6 83.1	32 5.3 76.2	18 3.0 72.0	63 10.4 80.8	75 12.4 85.2	53 8.8 93.0	166 27.5 90.7	420 68.9 86.2	39 6.4 90.7	151 24.8 83.4	610 100.0 85.8

GoPlan Public Opinion Survey - October 1992

(N=721)

	Location - city sector									Respondent employment status			TOTAL
	NW	N	NE	E	SE	S	SW	W	C	Employed FT/PT	Student	Unemployed	
Develop environmentally friendly system													
Strongly disagree	2 10.0 2.0	3 15.0 5.5	3 15.0 3.9	4 20.0 9.3	1 5.0 4.0	3 15.0 3.8	3 15.0 3.3	0 0.0 0.0	1 5.0 0.5	16 80.0 3.2	2 10.0 4.7	2 10.0 1.1	20 100.0 2.8
Disagree	5 16.7 4.9	0 0.0 0.0	3 10.0 3.9	1 3.3 2.3	1 3.3 4.0	3 10.0 3.8	5 16.7 5.6	3 10.0 5.2	9 30.0 4.9	21 70.0 4.3	3 10.0 7.0	6 20.0 3.3	30 100.0 4.2
Neutral	14 15.9 13.7	7 8.0 12.7	8 9.1 10.4	1 1.1 2.3	3 3.4 12.0	15 17.0 19.0	15 17.0 16.7	8 9.1 13.8	17 19.3 9.3	63 67.7 12.8	5 5.4 11.6	25 26.9 13.7	93 100.0 12.9
Agree	38 19.4 37.3	16 8.2 29.1	20 10.2 26.0	11 5.6 25.6	7 3.6 28.0	17 8.7 21.5	22 11.2 24.4	21 10.7 36.2	44 22.4 24.0	127 64.5 25.8	13 6.6 30.2	57 28.9 31.1	197 100.0 27.4
Strongly agree	43 11.4 42.2	29 7.7 52.7	43 11.4 55.8	26 6.9 60.5	13 3.4 52.0	41 10.8 51.9	45 11.9 50.0	26 6.9 44.8	112 29.6 61.2	266 70.2 54.0	20 5.3 46.5	93 24.5 50.8	379 100.0 52.7
Work location influences home location													
Strongly disagree	24 15.5 24.2	10 6.5 18.5	17 11.0 22.4	10 6.5 23.8	9 5.8 37.5	21 13.5 26.9	26 16.8 29.2	14 9.0 25.9	24 15.5 13.8	114 73.1 23.1	3 1.9 7.1	39 25.0 24.2	156 100.0 22.4
Disagree	11 12.0 11.1	11 12.0 20.4	12 13.0 15.8	2 2.2 4.8	2 2.2 8.3	14 15.2 17.9	15 16.3 16.9	9 9.8 16.7	16 17.4 9.2	59 64.1 12.0	12 13.0 28.6	21 22.8 13.0	92 100.0 13.2
Neutral	15 12.0 15.2	12 9.6 22.2	11 8.8 14.5	5 4.0 11.9	3 2.4 12.5	15 12.0 19.2	16 12.8 18.0	10 8.0 18.5	38 30.4 21.8	86 68.8 17.4	9 7.2 21.4	30 24.0 18.6	125 100.0 18.0
Agree	20 17.4 20.2	8 7.0 14.8	13 11.3 17.1	9 7.8 21.4	3 2.6 12.5	7 6.1 9.0	12 10.4 13.5	7 6.1 13.0	36 31.3 20.7	81 68.1 16.4	9 7.6 21.4	29 24.4 18.0	119 100.0 17.1
Strongly agree	29 14.3 29.3	13 6.4 24.1	23 11.3 30.3	16 7.9 38.1	7 3.4 29.2	21 10.3 26.9	20 9.9 22.5	14 6.9 25.9	60 29.6 34.5	153 75.0 31.0	9 4.4 21.4	42 20.6 26.1	204 100.0 29.3

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(N=721)

	Location - city sector									Respondent employment status			TOTAL
	NW	N	NE	E	SE	S	SW	W	C	Employed FT/PT	Student	Unemployed	
Auto most practical mode													
Strongly disagree	7 12.1 6.9	3 5.2 5.5	5 8.6 6.5	3 5.2 7.0	1 1.7 4.0	5 8.6 6.3	5 8.6 5.6	7 12.1 11.9	22 37.9 12.0	27 45.8 5.5	4 6.8 9.3	28 47.5 15.2	59 100.0 8.2
Disagree	11 14.1 10.8	10 12.8 18.2	9 11.5 11.7	4 5.1 9.3	1 1.3 4.0	8 10.3 10.1	6 7.7 6.7	6 7.7 10.2	23 29.5 12.5	45 57.7 9.1	11 14.1 25.6	22 28.2 12.0	78 100.0 10.8
Neutral	12 11.2 11.8	8 7.5 14.5	12 11.2 15.6	2 1.9 4.7	2 1.9 8.0	6 5.6 7.6	22 20.6 24.4	8 7.5 13.6	35 32.7 19.0	82 75.2 16.6	5 4.6 11.6	22 20.2 12.0	109 100.0 15.1
Agree	19 13.1 18.6	11 7.6 20.0	16 11.0 20.8	11 7.6 25.6	3 2.1 12.0	13 9.0 16.5	18 12.4 20.0	18 12.4 30.5	36 24.8 19.6	105 72.4 21.3	9 6.2 20.9	31 21.4 16.8	145 100.0 20.1
Strongly agree	53 16.3 52.0	23 7.1 41.8	35 10.7 45.5	23 7.1 53.5	18 5.5 72.0	47 14.4 59.5	39 12.0 43.3	20 6.1 33.9	68 20.9 37.0	235 71.2 47.6	14 4.2 32.6	81 24.5 44.0	330 100.0 45.8
Maintain system safety													
Strongly disagree	4 18.2 3.9	0 0.0 0.0	2 9.1 2.6	2 9.1 4.7	0 0.0 0.0	2 9.1 2.5	5 22.7 5.6	2 9.1 3.4	5 22.7 2.7	18 78.3 3.6	1 4.3 2.4	4 17.4 2.2	23 100.0 3.2
Disagree	8 21.6 7.8	2 5.4 3.7	3 8.1 3.9	1 2.7 2.3	0 0.0 0.0	4 10.8 5.1	7 18.9 7.8	4 10.8 6.8	8 21.6 4.4	24 64.9 4.9	3 8.1 7.1	10 27.0 5.5	37 100.0 5.1
Neutral	25 15.2 24.5	13 7.9 24.1	12 7.3 15.6	7 4.3 16.3	5 3.0 20.0	22 13.4 27.8	20 12.2 22.2	12 7.3 20.3	48 29.3 26.2	126 76.4 25.5	7 4.2 16.7	32 19.4 17.5	165 100.0 22.9
Agree	32 15.2 31.4	19 9.0 35.2	23 10.9 29.9	14 6.6 32.6	5 2.4 20.0	20 9.5 25.3	24 11.4 26.7	20 9.5 33.9	54 25.6 29.5	139 65.3 28.1	12 5.6 28.6	62 29.1 33.9	213 100.0 29.6
Strongly agree	33 11.9 32.4	20 7.2 37.0	37 13.3 48.1	19 6.8 44.2	15 5.4 60.0	31 11.2 39.2	34 12.2 37.8	21 7.6 35.6	68 24.5 37.2	187 66.5 37.9	19 6.8 45.2	75 26.7 41.0	281 100.0 39.1

GoPlan Public Opinion Survey · October 1992

(N=721)

	Location · city sector									Respondent employment status			TOTAL
	NW	N	NE	E	SE	S	SW	W	C	Employed FT/PT	Student	Unemployed	
Walk/cycle more rather than auto													
Strongly disagree	10 8.3 9.8	7 5.8 13.0	15 12.5 19.7	11 9.2 25.6	7 5.8 28.0	15 12.5 19.2	17 14.2 18.9	11 9.2 18.6	27 22.5 15.0	86 69.9 17.5	3 2.4 7.0	34 27.6 19.0	123 100.0 17.2
Disagree	12 14.8 11.8	8 9.9 14.8	13 16.0 17.1	3 3.7 7.0	4 4.9 16.0	11 13.6 14.1	12 14.8 13.3	4 4.9 6.8	14 17.3 7.8	61 75.3 12.4	2 2.5 4.7	18 22.2 10.1	81 100.0 11.3
Neutral	29 18.6 28.4	19 12.2 35.2	18 11.5 23.7	10 6.4 23.3	6 3.8 24.0	21 13.5 26.9	14 9.0 15.6	9 5.8 15.3	30 19.2 16.7	107 68.2 21.7	13 8.3 30.2	37 23.6 20.7	157 100.0 22.0
Agree	28 16.4 27.5	12 7.0 22.2	15 8.8 19.7	10 5.8 23.3	6 3.5 24.0	16 9.4 20.5	25 14.6 27.8	20 11.7 33.9	39 22.8 21.7	117 67.6 23.8	14 8.1 32.6	42 24.3 23.5	173 100.0 24.2
Strongly agree	23 12.8 22.5	8 4.5 14.8	15 8.4 19.7	9 5.0 20.9	2 1.1 8.0	15 8.4 19.2	22 12.3 24.4	15 8.4 25.4	70 39.1 38.9	121 67.2 24.6	11 6.1 25.6	48 26.7 26.8	180 100.0 25.2
Transit more rather than auto													
Strongly disagree	13 12.3 12.7	5 4.7 9.1	14 13.2 18.2	6 5.7 14.0	7 6.6 28.0	21 19.8 26.6	16 15.1 17.8	5 4.7 8.6	19 17.9 10.4	85 78.7 17.3	2 1.9 4.7	21 19.4 11.5	108 100.0 15.0
Disagree	13 13.0 12.7	11 11.0 20.0	18 18.0 23.4	4 4.0 9.3	5 5.0 20.0	8 8.0 10.1	14 14.0 15.6	4 4.0 6.9	23 23.0 12.6	80 80.0 16.3	5 5.0 11.6	15 15.0 8.2	100 100.0 13.9
Neutral	29 18.0 28.4	15 9.3 27.3	15 9.3 19.5	9 5.6 20.9	5 3.1 20.0	16 9.9 20.3	18 11.2 20.0	17 10.6 29.3	37 23.0 20.3	117 72.2 23.8	9 5.6 20.9	36 22.2 19.7	162 100.0 22.6
Agree	20 11.8 19.6	18 10.7 32.7	16 9.5 20.8	13 7.7 30.2	3 1.8 12.0	17 10.1 21.5	23 13.6 25.6	16 9.5 27.6	43 25.4 23.6	110 64.7 22.4	15 8.8 34.9	45 26.5 24.6	170 100.0 23.7
Strongly agree	27 15.4 26.5	6 3.4 10.9	14 8.0 18.2	11 6.3 25.6	5 2.9 20.0	17 9.7 21.5	19 10.9 21.1	16 9.1 27.6	60 34.3 33.0	100 56.2 20.3	12 6.7 27.9	66 37.1 36.1	178 100.0 24.8

GoPlan Public Opinion Survey - October 1992

(N=721)

	Location - city sector									Respondent employment status			TOTAL
	NW	N	NE	E	SE	S	SW	W	C	Employed FT/PT	Student	Unemployed	
Rideshare more rather than auto													
Strongly disagree	18 16.2 17.6	9 8.1 16.7	11 9.9 14.3	8 7.2 18.6	6 5.4 24.0	15 13.5 19.0	11 9.9 12.2	6 5.4 10.2	27 24.3 15.3	84 73.7 17.1	3 2.6 7.0	27 23.7 15.2	114 100.0 16.0
Disagree	15 16.9 14.7	10 11.2 18.5	7 7.9 9.1	4 4.5 9.3	0 0.0 0.0	9 10.1 11.4	11 12.4 12.2	9 10.1 15.3	24 27.0 13.6	63 70.8 12.8	3 3.4 7.0	23 25.8 12.9	89 100.0 12.5
Neutral	21 13.2 20.6	8 5.0 14.8	23 14.5 29.9	9 5.7 20.9	4 2.5 16.0	18 11.3 22.8	19 11.9 21.1	16 10.1 27.1	41 25.8 23.3	117 73.1 23.8	13 8.1 30.2	30 18.8 16.9	160 100.0 22.5
Agree	24 13.8 23.5	16 9.2 29.6	16 9.2 20.8	7 4.0 16.3	6 3.4 24.0	23 13.2 29.1	27 15.5 30.0	16 9.2 27.1	39 22.4 22.2	131 74.0 26.7	8 4.5 18.6	38 21.5 21.3	177 100.0 24.9
Strongly agree	24 14.0 23.5	11 6.4 20.4	20 11.6 26.0	15 8.7 34.9	9 5.2 36.0	14 8.1 17.7	22 12.8 24.4	12 7.0 20.3	45 26.2 25.6	96 55.8 19.6	16 9.3 37.2	60 34.9 33.7	172 100.0 24.2
Increase housing densities													
Strongly disagree	28 13.0 28.0	10 4.7 19.2	23 10.7 29.9	11 5.1 26.8	8 3.7 33.3	26 12.1 33.8	33 15.3 37.5	14 6.5 23.7	62 28.8 33.7	162 75.0 33.1	5 2.3 12.5	49 22.7 27.2	216 100.0 30.5
Disagree	23 17.3 23.0	7 5.3 13.5	14 10.5 18.2	4 3.0 9.8	5 3.8 20.8	17 12.8 22.1	18 13.5 20.5	13 9.8 22.0	32 24.1 17.4	99 73.3 20.2	7 5.2 17.5	29 21.5 16.1	135 100.0 19.0
Neutral	20 12.9 20.0	17 11.0 32.7	13 8.4 16.9	14 9.0 34.1	3 1.9 12.5	14 9.0 18.2	19 12.3 21.6	17 11.0 28.8	38 24.5 20.7	98 63.2 20.0	13 8.4 32.5	44 28.4 24.4	155 100.0 21.9
Agree	16 13.4 16.0	11 9.2 21.2	17 14.3 22.1	5 4.2 12.2	3 2.5 12.5	11 9.2 14.3	9 7.6 10.2	13 10.9 22.0	34 28.6 18.5	74 62.2 15.1	7 5.9 17.5	38 31.9 21.1	119 100.0 16.8
Strongly agree	13 16.3 13.0	7 8.8 13.5	10 12.5 13.0	7 8.8 17.1	5 6.3 20.8	9 11.3 11.7	9 11.3 10.2	2 2.5 3.4	18 22.5 9.8	56 66.7 11.5	8 9.5 20.0	20 23.8 11.1	84 100.0 11.8

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(N=721)

	Location - city sector									Respondent employment status			TOTAL
	NW	N	NE	E	SE	S	SW	W	C	Employed FT/PT	Student	Unemployed	
TOTAL	102 14.3 100.0	55 7.7 100.0	77 10.8 100.0	43 6.0 100.0	25 3.5 100.0	79 11.1 100.0	90 12.6 100.0	59 8.3 100.0	184 25.8 100.0	494 68.5 100.0	43 6.0 100.0	184 25.5 100.0	721 100.0 100.0
Preferred transportation spending level													
Increased	24 11.1 24.0	30 13.8 54.5	17 7.8 22.1	15 6.9 35.7	7 3.2 29.2	20 9.2 26.0	27 12.4 30.7	12 5.5 21.1	65 30.0 36.7	150 68.8 31.1	17 7.8 40.5	51 23.4 28.5	218 100.0 31.0
Same	66 15.2 66.0	24 5.5 43.6	52 12.0 67.5	23 5.3 54.8	17 3.9 70.8	52 12.0 67.5	56 12.9 63.6	42 9.7 73.7	101 23.3 57.1	304 69.4 62.9	19 4.3 45.2	115 26.3 64.2	438 100.0 62.2
Decreased	10 21.3 10.0	1 2.1 1.8	8 17.0 10.4	4 8.5 9.5	0 0.0 0.0	5 10.6 6.5	5 10.6 5.7	3 6.4 5.3	11 23.4 6.2	29 60.4 6.0	6 12.5 14.3	13 27.1 7.3	48 100.0 6.8
Preferred transportation service level													
Improved	80 14.7 79.2	45 8.2 81.8	49 9.0 63.6	35 6.4 81.4	19 3.5 76.0	55 10.1 69.6	68 12.5 75.6	47 8.6 81.0	148 27.1 80.4	379 68.8 77.0	35 6.4 81.4	137 24.9 74.5	551 100.0 76.6
Same	20 12.7 19.8	10 6.4 18.2	26 16.6 33.8	7 4.5 16.3	6 3.8 24.0	22 14.0 27.8	21 13.4 23.3	10 6.4 17.2	35 22.3 19.0	106 66.7 21.5	8 5.0 18.6	45 28.3 24.5	159 100.0 22.1
Reduced	1 11.1 1.0	0 0.0 0.0	2 22.2 2.6	1 11.1 2.3	0 0.0 0.0	2 22.2 2.5	1 11.1 1.1	1 11.1 1.7	1 11.1 0.5	7 77.8 1.4	0 0.0 0.0	2 22.2 1.1	9 100.0 1.3
Preferred road network emphasis													
Increased	43 11.6 43.0	31 8.4 56.4	51 13.7 66.2	28 7.5 66.7	12 3.2 48.0	41 11.1 51.9	52 14.0 58.4	22 5.9 38.6	91 24.5 50.6	259 69.1 52.6	20 5.3 47.6	96 25.6 54.2	375 100.0 52.7
Same	51 17.8 51.0	22 7.7 40.0	19 6.6 24.7	13 4.5 31.0	13 4.5 52.0	32 11.1 40.5	35 12.2 39.3	32 11.1 56.1	70 24.4 38.9	196 68.1 39.8	18 6.3 42.9	74 25.7 41.8	288 100.0 40.5
Reduced	6 13.0 6.0	2 4.3 3.6	7 15.2 9.1	1 2.2 2.4	0 0.0 0.0	6 13.0 7.6	2 4.3 2.2	3 6.5 5.3	19 41.3 10.6	37 77.1 7.5	4 8.3 9.5	7 14.6 4.0	48 100.0 6.8

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(N=721)

	Location - city sector									Respondent employment status			TOTAL
	NW	N	NE	E	SE	S	SW	W	C	Employed FT/PT	Student	Unemployed	
Preferred bus transit emphasis													
Increased	61 13.6 61.0	36 8.1 66.7	52 11.6 69.3	28 6.3 70.0	16 3.6 66.7	43 9.6 55.1	59 13.2 66.3	38 8.5 67.9	114 25.5 63.7	317 70.3 65.6	33 7.3 76.7	101 22.4 57.4	451 100.0 64.2
Same	34 15.2 34.0	18 8.0 33.3	20 8.9 26.7	12 5.4 30.0	8 3.6 33.3	30 13.4 38.5	27 12.1 30.3	18 8.0 32.1	57 25.4 31.8	149 65.9 30.8	9 4.0 20.9	68 30.1 38.6	226 100.0 32.2
Reduced	5 20.8 5.0	0 0.0 0.0	3 12.5 4.0	0 0.0 0.0	0 0.0 0.0	5 20.8 6.4	3 12.5 3.4	0 0.0 0.0	8 33.3 4.5	17 68.0 3.5	1 4.0 2.3	7 28.0 4.0	25 100.0 3.6
Preferred LRT system emphasis													
Increased	80 14.4 79.2	45 8.1 81.8	62 11.2 80.5	33 5.9 80.5	16 2.9 64.0	63 11.4 79.7	71 12.8 78.9	42 7.6 75.0	143 25.8 78.6	391 69.8 79.6	37 6.6 86.0	132 23.6 73.7	560 100.0 78.5
Same	18 12.8 17.8	9 6.4 16.4	13 9.2 16.9	8 5.7 19.5	8 5.7 32.0	15 10.6 19.0	19 13.5 21.1	14 9.9 25.0	37 26.2 20.3	93 65.0 18.9	6 4.2 14.0	44 30.8 24.6	143 100.0 20.1
Reduced	3 30.0 3.0	1 10.0 1.8	2 20.0 2.6	0 0.0 0.0	1 10.0 4.0	1 10.0 1.3	0 0.0 0.0	0 0.0 0.0	2 20.0 1.1	7 70.0 1.4	0 0.0 0.0	3 30.0 1.7	10 100.0 1.4
Preferred walk/cycle facility emphasis													
Increased	73 14.9 71.6	40 8.1 74.1	58 11.8 75.3	27 5.5 67.5	20 4.1 80.0	47 9.6 61.0	58 11.8 66.7	39 7.9 68.4	129 26.3 72.1	350 70.9 71.6	31 6.3 72.1	113 22.9 65.7	494 100.0 70.2
Same	26 13.8 25.5	14 7.4 25.9	16 8.5 20.8	13 6.9 32.5	5 2.6 20.0	28 14.8 36.4	28 14.8 32.2	15 7.9 26.3	44 23.3 24.6	130 67.7 26.6	9 4.7 20.9	53 27.6 30.8	192 100.0 27.3
Reduced	3 16.7 2.9	0 0.0 0.0	3 16.7 3.9	0 0.0 0.0	0 0.0 0.0	2 11.1 2.6	1 5.6 1.1	3 16.7 5.3	6 33.3 3.4	9 50.0 1.8	3 16.7 7.0	6 33.3 3.5	18 100.0 2.6

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(N=721)

	Location - city sector									Respondent employment status			TOTAL
	NW	N	NE	E	SE	S	SW	W	C	Employed FT/PT	Student	Unemployed	
Respondent employment status													
Employed FT/PT	66	29	56	31	21	64	70	36	118	494	0	0	494
	13.4	5.9	11.4	6.3	4.3	13.0	14.3	7.3	24.0	100.0	0.0	0.0	100.0
	64.7	52.7	72.7	72.1	84.0	81.0	77.8	61.0	64.1	100.0	0.0	0.0	68.5
Student	8	6	3	1	0	3	5	4	12	0	43	0	43
	19.0	14.3	7.1	2.4	0.0	7.1	11.9	9.5	28.6	0.0	100.0	0.0	100.0
	7.8	10.9	3.9	2.3	0.0	3.8	5.6	6.8	6.5	0.0	100.0	0.0	6.0
Unemployed	28	20	18	11	4	12	15	19	54	0	0	184	184
	15.5	11.0	9.9	6.1	2.2	6.6	8.3	10.5	29.8	0.0	0.0	100.0	100.0
	27.5	36.4	23.4	25.6	16.0	15.2	16.7	32.2	29.3	0.0	0.0	100.0	25.5
Usual travel mode													
Auto alone	67	38	48	34	22	53	61	38	91	327	18	112	457
	14.8	8.4	10.6	7.5	4.9	11.7	13.5	8.4	20.1	71.6	3.9	24.5	100.0
	65.7	69.1	62.3	79.1	88.0	67.1	67.8	64.4	49.5	66.2	41.9	60.9	63.4
Car pool	8	6	8	2	0	7	9	2	6	35	6	7	48
	16.7	12.5	16.7	4.2	0.0	14.6	18.8	4.2	12.5	72.9	12.5	14.6	100.0
	7.8	10.9	10.4	4.7	0.0	8.9	10.0	3.4	3.3	7.1	14.0	3.8	6.7
Transit	19	10	15	6	1	15	12	15	45	79	12	49	140
	13.8	7.2	10.9	4.3	0.7	10.9	8.7	10.9	32.6	56.4	8.6	35.0	100.0
	18.6	18.2	19.5	14.0	4.0	19.0	13.3	25.4	24.5	16.0	27.9	26.6	19.4
Bicycle	3	0	0	0	2	1	2	3	9	18	0	2	20
	15.0	0.0	0.0	0.0	10.0	5.0	10.0	15.0	45.0	90.0	0.0	10.0	100.0
	2.9	0.0	0.0	0.0	8.0	1.3	2.2	5.1	4.9	3.6	0.0	1.1	2.8
Walking	5	0	5	1	0	1	5	1	31	34	6	9	49
	10.2	0.0	10.2	2.0	0.0	2.0	10.2	2.0	63.3	69.4	12.2	18.4	100.0
	4.9	0.0	6.5	2.3	0.0	1.3	5.6	1.7	16.8	6.9	14.0	4.9	6.8
Other	0	1	1	0	0	2	1	0	2	1	1	5	7
	0.0	14.3	14.3	0.0	0.0	28.6	14.3	0.0	28.6	14.3	14.3	71.4	100.0
	0.0	1.8	1.3	0.0	0.0	2.5	1.1	0.0	1.1	0.2	2.3	2.7	1.0

(N=457) Auto drivers only

	Location - city sector									Respondent employment status			TOTAL
	NW	N	NE	E	SE	S	SW	W	C	Employed FT/PT	Student	Unemployed	
TOTAL	67	38	48	34	22	53	61	38	91	327	18	112	457
	14.8	8.4	10.6	7.5	4.9	11.7	13.5	8.4	20.1	71.6	3.9	24.5	100.0
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Environment motivator to use auto less													
Strongly disagree	8	1	5	3	4	5	5	3	13	32	2	15	49
	17.0	2.1	10.6	6.4	8.5	10.6	10.6	6.4	27.7	65.3	4.1	30.6	100.0
	11.9	2.6	10.4	8.8	18.2	9.4	8.2	7.9	14.3	9.8	11.1	13.4	10.7
Disagree	3	8	2	3	2	9	9	1	7	33	0	12	45
	6.8	18.2	4.5	6.8	4.5	20.5	20.5	2.3	15.9	73.3	0.0	26.7	100.0
	4.5	21.1	4.2	8.8	9.1	17.0	14.8	2.6	7.7	10.1	0.0	10.7	9.8
Neutral	12	9	13	5	7	14	14	13	23	82	6	22	110
	10.9	8.2	11.8	4.5	6.4	12.7	12.7	11.8	20.9	74.5	5.5	20.0	100.0
	17.9	23.7	27.1	14.7	31.8	26.4	23.0	34.2	25.3	25.1	33.3	19.6	24.1
Agree	29	14	8	14	5	11	17	15	17	93	7	32	132
	22.3	10.8	6.2	10.8	3.8	8.5	13.1	11.5	13.1	70.5	5.3	24.2	100.0
	43.3	36.8	16.7	41.2	22.7	20.8	27.9	39.5	18.7	28.4	38.9	28.6	28.9
Strongly agree	15	6	20	9	4	14	16	6	31	87	3	31	121
	12.4	5.0	16.5	7.4	3.3	11.6	13.2	5.0	25.6	71.9	2.5	25.6	100.0
	22.4	15.8	41.7	26.5	18.2	26.4	26.2	15.8	34.1	26.6	16.7	27.7	26.5
Congestion motivator to use auto less													
Strongly disagree	3	3	9	5	7	7	12	3	8	48	0	11	59
	5.3	5.3	15.8	8.8	12.3	12.3	21.1	5.3	14.0	81.4	0.0	18.6	100.0
	4.5	7.9	18.8	14.7	31.8	13.2	19.7	7.9	8.8	14.7	0.0	9.8	12.9
Disagree	9	6	2	2	2	5	8	6	12	36	2	14	52
	17.3	11.5	3.8	3.8	3.8	9.6	15.4	11.5	23.1	69.2	3.8	26.9	100.0
	13.4	15.8	4.2	5.9	9.1	9.4	13.1	15.8	13.2	11.0	11.1	12.5	11.4
Neutral	19	6	9	11	2	14	12	9	23	80	5	21	106
	18.1	5.7	8.6	10.5	1.9	13.3	11.4	8.6	21.9	75.5	4.7	19.8	100.0
	28.4	15.8	18.8	32.4	9.1	26.4	19.7	23.7	25.3	24.5	27.8	18.8	23.2
Agree	19	18	16	8	10	16	14	10	18	93	5	32	130
	14.7	14.0	12.4	6.2	7.8	12.4	10.9	7.8	14.0	71.5	3.8	24.6	100.0
	28.4	47.4	33.3	23.5	45.5	30.2	23.0	26.3	19.8	28.4	27.8	28.6	28.4
Strongly agree	17	5	12	8	1	11	15	10	30	70	6	34	110
	15.6	4.6	11.0	7.3	0.9	10.1	13.8	9.2	27.5	63.6	5.5	30.9	100.0
	25.4	13.2	25.0	23.5	4.5	20.8	24.6	26.3	33.0	21.4	33.3	30.4	24.1

GoPlan Public Opinion Survey - October 1992

(N-457) Auto drivers only

	Location - city sector									Respondent employment status			TOTAL
	NW	N	NE	E	SE	S	SW	W	C	Employed FT/PT	Student	Unemployed	
Higher costs motivator to use auto less													
Strongly disagree	7 10.1 10.4	1 1.4 2.6	5 7.2 10.4	9 13.0 26.5	7 10.1 31.8	8 11.6 15.1	12 17.4 19.7	3 4.3 7.9	17 24.6 18.7	49 70.0 15.0	1 1.4 5.6	20 28.6 17.9	70 100.0 15.3
Disagree	10 14.7 14.9	6 8.8 15.8	7 10.3 14.6	3 4.4 8.8	0 0.0 0.0	10 14.7 18.9	14 20.6 23.0	3 4.4 7.9	15 22.1 16.5	51 75.0 15.6	4 5.9 22.2	13 19.1 11.6	68 100.0 14.9
Neutral	21 18.3 31.3	11 9.6 28.9	17 14.8 35.4	9 7.8 26.5	7 6.1 31.8	13 11.3 24.5	10 8.7 16.4	10 8.7 26.3	17 14.8 18.7	81 69.8 24.8	2 1.7 11.1	33 28.4 29.5	116 100.0 25.4
Agree	17 15.3 25.4	12 10.8 31.6	6 5.4 12.5	7 6.3 20.6	5 4.5 22.7	14 12.6 26.4	12 10.8 19.7	16 14.4 42.1	22 19.8 24.2	82 71.9 25.1	7 6.1 38.9	25 21.9 22.3	114 100.0 24.9
Strongly agree	12 13.5 17.9	8 9.0 21.1	13 14.6 27.1	6 6.7 17.6	3 3.4 13.6	8 9.0 15.1	13 14.6 21.3	6 6.7 15.8	20 22.5 22.0	64 71.9 19.6	4 4.5 22.2	21 23.6 18.8	89 100.0 19.5
Transit convenience motivator to use auto less													
Strongly disagree	4 9.8 6.0	1 2.4 2.6	3 7.3 6.3	5 12.2 14.7	4 9.8 18.2	7 17.1 13.2	6 14.6 9.8	1 2.4 2.6	10 24.4 11.0	33 76.7 10.1	0 0.0 0.0	10 23.3 8.9	43 100.0 9.4
Disagree	7 23.3 10.4	3 10.0 7.9	5 16.7 10.4	1 3.3 2.9	1 3.3 4.5	5 16.7 9.4	3 10.0 4.9	2 6.7 5.3	3 10.0 3.3	20 66.7 6.1	1 3.3 5.6	9 30.0 8.0	30 100.0 6.6
Neutral	8 12.9 11.9	5 8.1 13.2	8 12.9 16.7	2 3.2 5.9	5 8.1 22.7	5 8.1 9.4	11 17.7 18.0	4 6.5 10.5	14 22.6 15.4	45 72.6 13.8	2 3.2 11.1	15 24.2 13.4	62 100.0 13.6
Agree	21 16.0 31.3	14 10.7 36.8	13 9.9 27.1	10 7.6 29.4	7 5.3 31.8	16 12.2 30.2	16 12.2 26.2	13 9.9 34.2	21 16.0 23.1	95 72.0 29.1	5 3.8 27.8	32 24.2 28.6	132 100.0 28.9
Strongly agree	27 14.4 40.3	15 8.0 39.5	19 10.1 39.6	16 8.5 47.1	5 2.7 22.7	20 10.6 37.7	25 13.3 41.0	18 9.6 47.4	43 22.9 47.3	134 70.5 41.0	10 5.3 55.6	46 24.2 41.1	190 100.0 41.6

GoPlan Public Opinion Survey - October 1992

(N=721)

	Location - city sector									Respondent employment status			TOTAL
	NW	N	NE	E	SE	S	SW	W	C	Employed FT/PT	Student	Unemployed	
TOTAL	102	55	77	43	25	79	90	59	184	494	43	184	721
	14.3	7.7	10.8	6.0	3.5	11.1	12.6	8.3	25.8	68.5	6.0	25.5	100.0
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Respondent sex													
Male	62	34	33	20	10	45	49	32	88	282	24	70	376
	16.6	9.1	8.8	5.4	2.7	12.1	13.1	8.6	23.6	75.0	6.4	18.6	100.0
	60.8	61.8	42.9	46.5	40.0	57.0	54.4	54.2	47.8	57.1	55.8	38.0	52.1
Female	40	21	44	23	15	34	41	27	96	212	19	114	345
	11.7	6.2	12.9	6.7	4.4	10.0	12.0	7.9	28.2	61.4	5.5	33.0	100.0
	39.2	38.2	57.1	53.5	60.0	43.0	45.6	45.8	52.2	42.9	44.2	62.0	47.9
Age group													
18-24	11	6	10	4	3	5	5	6	21	40	26	6	72
	15.5	8.5	14.1	5.6	4.2	7.0	7.0	8.5	29.6	55.6	36.1	8.3	100.0
	10.8	10.9	13.2	9.3	12.0	6.3	5.6	10.2	11.5	8.1	60.5	3.3	10.0
25-44	50	29	41	22	17	45	50	29	99	318	14	53	385
	13.1	7.6	10.7	5.8	4.5	11.8	13.1	7.6	25.9	82.6	3.6	13.8	100.0
	49.0	52.7	53.9	51.2	68.0	57.0	56.2	49.2	54.1	64.5	32.6	29.1	53.6
45-54	23	4	10	5	4	12	21	7	23	93	2	15	110
	21.1	3.7	9.2	4.6	3.7	11.0	19.3	6.4	21.1	84.5	1.8	13.6	100.0
	22.5	7.3	13.2	11.6	16.0	15.2	23.6	11.9	12.6	18.9	4.7	8.2	15.3
55-64	9	6	9	7	0	13	9	6	9	36	1	31	68
	13.2	8.8	13.2	10.3	0.0	19.1	13.2	8.8	13.2	52.9	1.5	45.6	100.0
	8.8	10.9	11.8	16.3	0.0	16.5	10.1	10.2	4.9	7.3	2.3	17.0	9.5
65+	9	10	6	5	1	4	4	11	31	6	0	77	83
	11.1	12.3	7.4	6.2	1.2	4.9	4.9	13.6	38.3	7.2	0.0	92.8	100.0
	8.8	18.2	7.9	11.6	4.0	5.1	4.5	18.6	16.9	1.2	0.0	42.3	11.6

GoPlan Public Opinion Survey - October 1992

(N=721)

	Location - city sector									Respondent employment status			TOTAL
	NW	N	NE	E	SE	S	SW	W	C	Employed FT/PT	Student	Unemployed	
Location - city sector													
NW	102 100.0 100.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	66 64.7 13.4	8 7.8 19.0	28 27.5 15.5	102 100.0 14.3
N	0 0.0 0.0	55 100.0 100.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	29 52.7 5.9	6 10.9 14.3	20 36.4 11.0	55 100.0 7.7
NE	0 0.0 0.0	0 0.0 0.0	77 100.0 100.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	56 72.7 11.4	3 3.9 7.1	18 23.4 9.9	77 100.0 10.8
E	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	43 100.0 100.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	31 72.1 6.3	1 2.3 2.4	11 25.6 6.1	43 100.0 6.0
SE	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	25 100.0 100.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	21 84.0 4.3	0 0.0 0.0	4 16.0 2.2	25 100.0 3.5
S	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	79 100.0 100.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	64 81.0 13.0	3 3.8 7.1	12 15.2 6.6	79 100.0 11.1
SW	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	90 100.0 100.0	0 0.0 0.0	0 0.0 0.0	70 77.8 14.3	5 5.6 11.9	15 16.7 8.3	90 100.0 12.6
W	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	59 100.0 100.0	0 0.0 0.0	36 61.0 7.3	4 6.8 9.5	19 32.2 10.5	59 100.0 8.3
C	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	184 100.0 100.0	118 64.1 24.0	12 6.5 28.6	54 29.3 29.8	184 100.0 25.8

MULTIVARIATE TABLES

- Usual Travel Mode
- Age Group
- Sex of Respondent

APPENDIX A-4

GoPlan Public Opinion Survey - October 1992

(N=721)

	Usual travel mode						Age group					Respondent sex		TOTAL
	Auto alone	Car pool	Transit	Bicycle	Walking	Other	18-24	25-44	45-54	55-64	65+	Male	Female	
TOTAL	457 63.4 100.0	48 6.7 100.0	140 19.4 100.0	20 2.8 100.0	49 6.8 100.0	7 1.0 100.0	72 10.0 100.0	385 53.6 100.0	110 15.3 100.0	68 9.5 100.0	83 11.6 100.0	376 52.1 100.0	345 47.9 100.0	721 100.0 100.0
General transportation system satisfaction level														
Very dissatisfied	8 57.1 1.8	1 7.1 2.1	3 21.4 2.1	0 0.0 0.0	1 7.1 2.0	1 7.1 14.3	1 7.7 1.4	3 23.1 0.8	3 23.1 2.7	3 23.1 4.4	3 23.1 3.6	5 35.7 1.3	9 64.3 2.6	14 100.0 1.9
Dissatisfied	26 72.2 5.7	3 8.3 6.3	4 11.1 2.9	0 0.0 0.0	3 8.3 6.1	0 0.0 0.0	1 2.8 1.4	21 58.3 5.5	10 27.8 9.1	2 5.6 2.9	2 5.6 2.4	17 47.2 4.5	19 52.8 5.6	36 100.0 5.0
Neutral	131 66.2 28.9	16 8.1 33.3	33 16.7 23.6	8 4.0 40.0	10 5.1 20.4	0 0.0 0.0	17 8.6 23.9	119 60.1 31.1	28 14.1 25.5	20 10.1 29.4	14 7.1 16.9	95 48.0 25.3	103 52.0 30.1	198 100.0 27.6
Satisfied	204 62.6 44.9	22 6.7 45.8	66 20.2 47.1	10 3.1 50.0	22 6.7 44.9	2 0.6 28.6	37 11.4 52.1	178 54.9 46.5	47 14.5 42.7	27 8.3 39.7	35 10.8 42.2	186 57.1 49.5	140 42.9 40.9	326 100.0 45.4
Very satisfied	85 59.0 18.7	6 4.2 12.5	34 23.6 24.3	2 1.4 10.0	13 9.0 26.5	4 2.8 57.1	15 10.4 21.1	62 43.1 16.2	22 15.3 20.0	16 11.1 23.5	29 20.1 34.9	73 50.7 19.4	71 49.3 20.8	144 100.0 20.1

GoPlan Public Opinion Survey - October 1992

(N=721)

	Usual travel mode						Age group					Respondent sex		TOTAL
	Auto alone	Car pool	Transit	Bicycle	Walking	Other	18-24	25-44	45-54	55-64	65+	Male	Female	
Most important long term issue														
Expand LRT	80 63.5 19.9	5 4.0 11.6	28 22.2 23.0	0 0.0 0.0	13 10.3 31.0	0 0.0 0.0	16 12.7 24.6	63 50.0 17.8	20 15.9 21.1	12 9.5 21.8	15 11.9 24.2	72 57.1 21.6	54 42.9 18.1	126 100.0 19.9
Transit security	8 61.5 2.0	1 7.7 2.3	1 7.7 0.8	1 7.7 5.6	1 7.7 2.4	1 7.7 20.0	3 25.0 4.6	7 58.3 2.0	0 0.0 0.0	1 8.3 1.8	1 8.3 1.6	6 46.2 1.8	7 53.8 2.3	13 100.0 2.1
LRT/road traffic conflict	8 66.7 2.0	2 16.7 4.7	2 16.7 1.6	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	3 25.0 4.6	5 41.7 1.4	2 16.7 2.1	2 16.7 3.6	0 0.0 0.0	4 33.3 1.2	8 66.7 2.7	12 100.0 1.9
LRT underground	8 80.0 2.0	0 0.0 0.0	2 20.0 1.6	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	1 11.1 1.5	6 66.7 1.7	2 22.2 2.1	0 0.0 0.0	0 0.0 0.0	6 60.0 1.8	4 40.0 1.3	10 100.0 1.6
Increase transit efficiency	25 50.0 6.2	4 8.0 9.3	19 38.0 15.6	1 2.0 5.6	1 2.0 2.4	0 0.0 0.0	3 6.1 4.6	32 65.3 9.1	6 12.2 6.3	2 4.1 3.6	6 12.2 9.7	23 46.0 6.9	27 54.0 9.0	50 100.0 7.9
Promote encourage transit use	22 51.2 5.5	2 4.7 4.7	11 25.6 9.0	4 9.3 22.2	4 9.3 9.5	0 0.0 0.0	2 4.7 3.1	18 41.9 5.1	10 23.3 10.5	6 14.0 10.9	7 16.3 11.3	20 46.5 6.0	23 53.5 7.7	43 100.0 6.8
Improve bus access/frequency	21 50.0 5.2	2 4.8 4.7	16 38.1 13.1	0 0.0 0.0	2 4.8 4.8	1 2.4 20.0	8 19.0 12.3	24 57.1 6.8	5 11.9 5.3	2 4.8 3.6	3 7.1 4.8	18 42.9 5.4	24 57.1 8.0	42 100.0 6.6
Improve disabled transit access	5 33.3 1.2	1 6.7 2.3	7 46.7 5.7	0 0.0 0.0	1 6.7 2.4	1 6.7 20.0	0 0.0 0.0	4 26.7 1.1	3 20.0 3.2	1 6.7 1.8	7 46.7 11.3	6 40.0 1.8	9 60.0 3.0	15 100.0 2.4
Improve CBD parking	4 66.7 1.0	0 0.0 0.0	2 33.3 1.6	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	4 66.7 1.1	1 16.7 1.1	0 0.0 0.0	1 16.7 1.6	3 50.0 0.9	3 50.0 1.0	6 100.0 0.9
Peak period CBD traffic	22 75.9 5.5	3 10.3 7.0	2 6.9 1.6	0 0.0 0.0	2 6.9 4.8	0 0.0 0.0	4 13.8 6.2	22 75.9 6.2	2 6.9 2.1	0 0.0 0.0	1 3.4 1.6	15 51.7 4.5	14 48.3 4.7	29 100.0 4.6
Residential traffic volume	10 76.9 2.5	2 15.4 4.7	0 0.0 0.0	1 7.7 5.6	0 0.0 0.0	0 0.0 0.0	2 15.4 3.1	9 69.2 2.5	0 0.0 0.0	1 7.7 1.8	1 7.7 1.6	8 61.5 2.4	5 38.5 1.7	13 100.0 2.1
Improve existing network	32 78.0 7.9	2 4.9 4.7	4 9.8 3.3	1 2.4 5.6	2 4.9 4.8	0 0.0 0.0	4 9.8 6.2	21 51.2 5.9	9 22.0 9.5	4 9.8 7.3	3 7.3 4.8	22 53.7 6.6	19 46.3 6.4	41 100.0 6.5
Intersection improvements	15 78.9 3.7	3 15.8 7.0	0 0.0 0.0	0 0.0 0.0	1 5.3 2.4	0 0.0 0.0	1 5.3 [illegible]	12 63.2 3.4	1 5.3 1.1	4 21.1 7.3	1 5.3 1.6	6 31.6 1.8	13 68.4 4.3	19 100.0 3.0

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(N=721)

	Usual travel mode						Age group					Respondent sex		TOTAL
	Auto alone	Car pool	Transit	Bicycle	Walking	Other	18-24	25-44	45-54	55-64	65+	Male	Female	
Most important long term issue (Cont.)														
Network expansion	29 87.9 7.2	0 0.0 0.0	1 3.0 0.8	0 0.0 0.0	2 6.1 4.8	1 3.0 20.0	1 3.0 1.5	20 60.6 5.7	4 12.1 4.2	5 15.2 9.1	3 9.1 4.8	24 72.7 7.2	9 27.3 3.0	33 100.0 5.2
Improve outer area access	10 62.5 2.5	3 18.8 7.0	3 18.8 2.5	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	2 12.5 3.1	10 62.5 2.8	2 12.5 2.1	1 6.3 1.8	1 6.3 1.6	7 43.8 2.1	9 56.3 3.0	16 100.0 2.5
East/West travel improvemnet	28 65.1 6.9	3 7.0 7.0	7 16.3 5.7	2 4.7 11.1	3 7.0 7.1	0 0.0 0.0	1 2.3 1.5	25 58.1 7.1	8 18.6 8.4	6 14.0 10.9	3 7.0 4.8	28 65.1 8.4	15 34.9 5.0	43 100.0 6.8
Spend/plan smarter	12 52.2 3.0	3 13.0 7.0	4 17.4 3.3	1 4.3 5.6	2 8.7 4.8	1 4.3 20.0	0 0.0 0.0	11 47.8 3.1	4 17.4 4.2	5 21.7 9.1	3 13.0 4.8	15 65.2 4.5	8 34.8 2.7	23 100.0 3.6
Bicycle facilities	22 66.7 5.5	2 6.1 4.7	1 3.0 0.8	4 12.1 22.2	4 12.1 9.5	0 0.0 0.0	8 24.2 12.3	21 63.6 5.9	3 9.1 3.2	1 3.0 1.8	0 0.0 0.0	16 48.5 4.8	17 51.5 5.7	33 100.0 5.2
Pedestrian facilities	1 16.7 0.2	1 16.7 2.3	2 33.3 1.6	0 0.0 0.0	2 33.3 4.8	0 0.0 0.0	1 16.7 1.5	4 66.7 1.1	0 0.0 0.0	0 0.0 0.0	1 16.7 1.6	1 16.7 0.3	5 83.3 1.7	6 100.0 0.9
Other	10 83.3 2.5	0 0.0 0.0	1 8.3 0.8	1 8.3 5.6	0 0.0 0.0	0 0.0 0.0	2 16.7 3.1	9 75.0 2.5	1 8.3 1.1	0 0.0 0.0	0 0.0 0.0	5 41.7 1.5	7 58.3 2.3	12 100.0 1.9
Traffic congestion	31 64.6 7.7	4 8.3 9.3	9 18.8 7.4	2 4.2 11.1	2 4.2 4.8	0 0.0 0.0	3 6.3 4.6	26 54.2 7.4	12 25.0 12.6	2 4.2 3.6	5 10.4 8.1	29 60.4 8.7	19 39.6 6.4	48 100.0 7.6
Continue auto use or use other modes more														
Continue auto	74 73.3 16.4	8 7.9 17.0	10 9.9 7.3	1 1.0 5.0	5 5.0 10.2	3 3.0 42.9	8 7.9 11.1	47 46.5 12.4	16 15.8 14.7	12 11.9 17.9	18 17.8 22.2	57 56.4 15.4	44 43.6 12.9	101 100.0 14.2
Other modes	377 61.8 83.6	39 6.4 83.0	127 20.8 92.7	19 3.1 95.0	44 7.2 89.8	4 0.7 57.1	64 10.5 88.9	332 54.7 87.6	93 15.3 85.3	55 9.1 82.1	63 10.4 77.8	313 51.3 84.6	297 48.7 87.1	610 100.0 85.8

GoPlan Public Opinion Survey - October 1992

(N=721)

	Usual travel mode						Age group					Respondent sex		TOTAL
	Auto alone	Car pool	Transit	Bicycle	Walking	Other	18-24	25-44	45-54	55-64	65+	Male	Female	
Develop environmentally friendly system														
Strongly disagree	19 95.0 4.2	0 0.0 0.0	1 5.0 0.7	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	3 15.0 4.2	8 40.0 2.1	4 20.0 3.6	3 15.0 4.4	2 10.0 2.5	12 60.0 3.2	8 40.0 2.3	20 100.0 2.8
Disagree	19 63.3 4.2	4 13.3 8.3	7 23.3 5.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	1 3.3 1.4	17 56.7 4.4	7 23.3 6.4	2 6.7 2.9	3 10.0 3.7	19 63.3 5.1	11 36.7 3.2	30 100.0 4.2
Neutral	64 68.8 14.0	9 9.7 18.8	13 14.0 9.4	1 1.1 5.0	4 4.3 8.2	2 2.2 28.6	5 5.4 6.9	54 58.1 14.0	11 11.8 10.0	10 10.8 14.7	13 14.0 16.0	56 60.2 14.9	37 39.8 10.8	93 100.0 12.9
Agree	129 65.5 28.3	15 7.6 31.3	33 16.8 23.7	7 3.6 35.0	12 6.1 24.5	1 0.5 14.3	23 11.7 31.9	95 48.2 24.7	34 17.3 30.9	19 9.6 27.9	26 13.2 32.1	105 53.3 28.0	92 46.7 26.7	197 100.0 27.4
Strongly agree	225 59.4 49.3	20 5.3 41.7	85 22.4 61.2	12 3.2 60.0	33 8.7 67.3	4 1.1 57.1	40 10.6 55.6	211 56.1 54.8	54 14.4 49.1	34 9.0 50.0	37 9.8 45.7	183 48.3 48.8	196 51.7 57.0	379 100.0 52.7
Work location influences home location														
Strongly disagree	109 69.9 24.5	10 6.4 21.3	26 16.7 19.5	2 1.3 10.0	6 3.8 12.2	3 1.9 100.0	6 3.8 8.5	85 54.5 22.1	26 16.7 23.6	23 14.7 35.4	16 10.3 25.4	81 51.9 21.9	75 48.1 23.0	156 100.0 22.4
Disagree	61 66.3 13.7	6 6.5 12.8	20 21.7 15.0	1 1.1 5.0	4 4.3 8.2	0 0.0 0.0	10 11.0 14.1	54 59.3 14.1	14 15.4 12.7	7 7.7 10.8	6 6.6 9.5	51 55.4 13.8	41 44.6 12.6	92 100.0 13.2
Neutral	71 56.8 16.0	13 10.4 27.7	27 21.6 20.3	5 4.0 25.0	9 7.2 18.4	0 0.0 0.0	18 14.4 25.4	67 53.6 17.4	16 12.8 14.5	6 4.8 9.2	18 14.4 28.6	69 55.2 18.6	56 44.8 17.2	125 100.0 18.0
Agree	74 62.2 16.7	9 7.6 19.1	18 15.1 13.5	5 4.2 25.0	13 10.9 26.5	0 0.0 0.0	16 13.4 22.5	61 51.3 15.9	21 17.6 19.1	10 8.4 15.4	11 9.2 17.5	68 57.1 18.4	51 42.9 15.6	119 100.0 17.1
Strongly agree	129 63.2 29.1	9 4.4 19.1	42 20.6 31.6	7 3.4 35.0	17 8.3 34.7	0 0.0 0.0	21 10.4 29.6	117 57.9 30.5	33 16.3 30.0	19 9.4 29.2	12 5.9 19.0	101 49.5 27.3	103 50.5 31.6	204 100.0 29.3

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(N=721)

	Usual travel mode						Age group					Respondent sex		TOTAL
	Auto alone	Car pool	Transit	Bicycle	Walking	Other	18-24	25-44	45-54	55-64	65+	Male	Female	
Auto most practical mode														
Strongly disagree	12 20.3 2.6	2 3.4 4.2	31 52.5 22.1	6 10.2 30.0	8 13.6 16.3	0 0.0 0.0	7 11.9 9.7	20 33.9 5.2	9 15.3 8.2	9 15.3 13.2	14 23.7 16.9	26 44.1 6.9	33 55.9 9.6	59 100.0 8.2
Disagree	24 30.8 5.3	4 5.1 8.3	34 43.6 24.3	7 9.0 35.0	8 10.3 16.3	1 1.3 14.3	13 16.7 18.1	41 52.6 10.6	4 5.1 3.6	10 12.8 14.7	10 12.8 12.0	42 53.8 11.2	36 46.2 10.4	78 100.0 10.8
Neutral	55 50.5 12.0	9 8.3 18.8	31 28.4 22.1	2 1.8 10.0	11 10.1 22.4	1 0.9 14.3	10 9.2 13.9	60 55.0 15.6	17 15.6 15.5	8 7.3 11.8	14 12.8 16.9	63 57.8 16.8	46 42.2 13.3	109 100.0 15.1
Agree	102 70.3 22.3	10 6.9 20.8	23 15.9 16.4	4 2.8 20.0	6 4.1 12.2	0 0.0 0.0	17 11.8 23.6	85 59.0 22.1	20 13.9 18.2	11 7.6 16.2	11 7.6 13.3	79 54.5 21.0	66 45.5 19.1	145 100.0 20.1
Strongly agree	264 80.0 57.8	23 7.0 47.9	21 6.4 15.0	1 0.3 5.0	16 4.8 32.7	5 1.5 71.4	25 7.6 34.7	179 54.6 46.5	60 18.3 54.5	30 9.1 44.1	34 10.4 41.0	166 50.3 44.1	164 49.7 47.5	330 100.0 45.8
Maintain system safety														
Strongly disagree	14 60.9 3.1	3 13.0 6.3	4 17.4 2.9	0 0.0 0.0	2 8.7 4.1	0 0.0 0.0	1 4.3 1.4	10 43.5 2.6	5 21.7 4.5	4 17.4 5.9	3 13.0 3.7	14 60.9 3.7	9 39.1 2.6	23 100.0 3.2
Disagree	28 75.7 6.1	3 8.1 6.3	6 16.2 4.3	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	1 2.7 1.4	24 64.9 6.2	8 21.6 7.3	2 5.4 2.9	2 5.4 2.4	28 75.7 7.5	9 24.3 2.6	37 100.0 5.1
Neutral	99 60.0 21.7	15 9.1 31.3	31 18.8 22.3	8 4.8 40.0	11 6.7 22.4	1 0.6 14.3	13 7.9 18.3	95 57.6 24.7	26 15.8 23.6	16 9.7 23.5	15 9.1 18.3	91 55.2 24.3	74 44.8 21.5	165 100.0 22.9
Agree	127 59.6 27.9	11 5.2 22.9	52 24.4 37.4	7 3.3 35.0	13 6.1 26.5	3 1.4 42.9	28 13.2 39.4	115 54.2 29.9	24 11.3 21.8	16 7.5 23.5	29 13.7 35.4	109 51.2 29.1	104 48.8 30.2	213 100.0 29.6
Strongly agree	188 66.9 41.2	16 5.7 33.3	46 16.4 33.1	5 1.8 25.0	23 8.2 46.9	3 1.1 42.9	28 10.0 39.4	141 50.5 36.6	47 16.8 42.7	30 10.8 44.1	33 11.8 40.2	133 47.3 35.5	148 52.7 43.0	281 100.0 39.1

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	Usual travel mode						Age group					Respondent sex		TOTAL
	Auto alone	Car pool	Transit	Bicycle	Walking	Other	18-24	25-44	45-54	55-64	65+	Male	Female	
Walk/cycle more rather than auto														
Strongly disagree	90 73.2 19.7	4 3.3 8.3	21 17.1 15.4	2 1.6 10.0	4 3.3 8.2	2 1.6 40.0	4 3.3 5.6	58 47.2 15.1	22 17.9 20.2	18 14.6 26.9	21 17.1 26.6	73 59.3 19.4	50 40.7 14.8	123 100.0 17.2
Disagree	57 70.4 12.5	10 12.3 20.8	10 12.3 7.4	0 0.0 0.0	3 3.7 6.1	1 1.2 20.0	8 9.9 11.1	41 50.6 10.7	15 18.5 13.8	6 7.4 9.0	11 13.6 13.9	51 63.0 13.6	30 37.0 8.9	81 100.0 11.3
Neutral	111 70.7 24.3	10 6.4 20.8	31 19.7 22.8	1 0.6 5.0	3 1.9 6.1	1 0.6 20.0	16 10.3 22.2	89 57.4 23.2	25 16.1 22.9	13 8.4 19.4	12 7.7 15.2	79 50.3 21.0	78 49.7 23.1	157 100.0 22.0
Agree	112 64.7 24.6	11 6.4 22.9	32 18.5 23.5	2 1.2 10.0	16 9.2 32.7	0 0.0 0.0	23 13.3 31.9	95 54.9 24.7	27 15.6 24.8	12 6.9 17.9	16 9.2 20.3	83 48.0 22.1	90 52.0 26.6	173 100.0 24.2
Strongly agree	86 47.8 18.9	13 7.2 27.1	42 23.3 30.9	15 8.3 75.0	23 12.8 46.9	1 0.6 20.0	21 11.7 29.2	101 56.4 26.3	20 11.2 18.3	18 10.1 26.9	19 10.6 24.1	90 50.0 23.9	90 50.0 26.6	180 100.0 25.2
Transit more rather than auto														
Strongly disagree	87 80.6 19.0	6 5.6 12.5	4 3.7 2.9	2 1.9 10.5	7 6.5 14.3	2 1.9 33.3	4 3.7 5.6	59 55.1 15.4	21 19.6 19.1	12 11.2 17.6	11 10.3 13.6	66 61.1 17.6	42 38.9 12.2	108 100.0 15.0
Disagree	73 73.0 16.0	13 13.0 27.1	6 6.0 4.3	1 1.0 5.3	6 6.0 12.2	1 1.0 16.7	10 10.0 13.9	55 55.0 14.3	20 20.0 18.2	8 8.0 11.8	7 7.0 8.6	49 49.0 13.1	51 51.0 14.9	100 100.0 13.9
Neutral	117 72.2 25.6	11 6.8 22.9	17 10.5 12.2	4 2.5 21.1	11 6.8 22.4	2 1.2 33.3	18 11.2 25.0	92 57.1 24.0	24 14.9 21.8	14 8.7 20.6	13 8.1 16.0	92 56.8 24.5	70 43.2 20.4	162 100.0 22.6
Agree	99 58.2 21.7	15 8.8 31.3	37 21.8 26.6	6 3.5 31.6	12 7.1 24.5	1 0.6 16.7	20 11.8 27.8	98 57.6 25.5	22 12.9 20.0	12 7.1 17.6	18 10.6 22.2	93 54.7 24.8	77 45.3 22.4	170 100.0 23.7
Strongly agree	81 45.5 17.7	3 1.7 6.3	75 42.1 54.0	6 3.4 31.6	13 7.3 26.5	0 0.0 0.0	20 11.3 27.8	80 45.2 20.8	23 13.0 20.9	22 12.4 32.4	32 18.1 39.5	75 42.1 20.0	103 57.9 30.0	178 100.0 24.8

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(N=721)

	Usual travel mode						Age group					Respondent sex		TOTAL
	Auto alone	Car pool	Transit	Bicycle	Walking	Other	18-24	25-44	45-54	55-64	65+	Male	Female	
Rideshare more rather than auto														
Strongly disagree	76 66.7 16.7	4 3.5 8.3	23 20.2 16.9	0 0.0 0.0	8 7.0 17.0	3 2.6 42.9	3 2.7 4.2	56 49.6 14.7	26 23.0 23.9	14 12.4 20.9	14 12.4 17.7	66 57.9 17.7	48 42.1 14.1	114 100.0 16.0
Disagree	57 64.0 12.6	5 5.6 10.4	19 21.3 14.0	3 3.4 15.0	5 5.6 10.6	0 0.0 0.0	3 3.4 4.2	47 52.8 12.3	15 16.9 13.8	9 10.1 13.4	15 16.9 19.0	62 69.7 16.7	27 30.3 7.9	89 100.0 12.5
Neutral	106 66.3 23.3	11 6.9 22.9	28 17.5 20.6	6 3.8 30.0	9 5.6 19.1	0 0.0 0.0	15 9.4 20.8	93 58.5 24.3	23 14.5 21.1	15 9.4 22.4	13 8.2 16.5	82 51.3 22.0	78 48.8 22.9	160 100.0 22.5
Agree	123 69.5 27.1	11 6.2 22.9	27 15.3 19.9	4 2.3 20.0	11 6.2 23.4	1 0.6 14.3	29 16.4 40.3	105 59.3 27.5	21 11.9 19.3	10 5.6 14.9	12 6.8 15.2	93 52.5 25.0	84 47.5 24.7	177 100.0 24.9
Strongly agree	92 53.5 20.3	17 9.9 35.4	39 22.7 28.7	7 4.1 35.0	14 8.1 29.8	3 1.7 42.9	22 12.9 30.6	81 47.4 21.2	24 14.0 22.0	19 11.1 28.4	25 14.6 31.6	69 40.1 18.5	103 59.9 30.3	172 100.0 24.2
Increase housing densities														
Strongly disagree	154 71.3 34.1	10 4.6 22.2	36 16.7 26.1	2 0.9 10.0	14 6.5 29.2	0 0.0 0.0	13 6.1 18.8	126 58.9 33.2	36 16.8 32.7	17 7.9 26.2	22 10.3 26.8	120 55.6 32.3	96 44.4 28.4	216 100.0 30.5
Disagree	83 61.5 18.4	10 7.4 22.2	23 17.0 16.7	6 4.4 30.0	10 7.4 20.8	3 2.2 42.9	15 11.2 21.7	81 60.4 21.3	17 12.7 15.5	8 6.0 12.3	13 9.7 15.9	74 54.8 19.9	61 45.2 18.0	135 100.0 19.0
Neutral	99 63.9 22.0	12 7.7 26.7	27 17.4 19.6	6 3.9 30.0	10 6.5 20.8	1 0.6 14.3	17 11.0 24.6	80 51.6 21.1	24 15.5 21.8	17 11.0 26.2	17 11.0 20.7	72 46.5 19.4	83 53.5 24.6	155 100.0 21.9
Agree	70 58.8 15.5	7 5.9 15.6	29 24.4 21.0	3 2.5 15.0	9 7.6 18.8	1 0.8 14.3	15 12.6 21.7	54 45.4 14.2	19 16.0 17.3	12 10.1 18.5	19 16.0 23.2	60 50.4 16.2	59 49.6 17.5	119 100.0 16.8
Strongly agree	45 53.6 10.0	6 7.1 13.3	23 27.4 16.7	3 3.6 15.0	5 6.0 10.4	2 2.4 28.6	9 10.7 13.0	39 46.4 10.3	14 16.7 12.7	11 13.1 16.9	11 13.1 13.4	45 53.6 12.1	39 46.4 11.5	84 100.0 11.8

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(N=721)

	Usual travel mode						Age group					Respondent sex		TOTAL
	Auto alone	Car pool	Transit	Bicycle	Walking	Other	18-24	25-44	45-54	55-64	65+	Male	Female	
TOTAL	457 63.4 100.0	48 6.7 100.0	140 19.4 100.0	20 2.8 100.0	49 6.8 100.0	7 1.0 100.0	72 10.0 100.0	385 53.6 100.0	110 15.3 100.0	68 9.5 100.0	83 11.6 100.0	376 52.1 100.0	345 47.9 100.0	721 100.0 100.0
Preferred transportation spending level														
Increased	124 56.9 27.6	14 6.4 29.8	55 25.2 41.0	6 2.8 33.3	15 6.9 30.6	4 1.8 57.1	19 8.7 26.8	111 50.9 29.4	36 16.5 33.0	23 10.6 34.8	29 13.3 37.2	121 55.5 32.9	97 44.5 28.9	218 100.0 31.0
Same	295 67.4 65.7	25 5.7 53.2	73 16.7 54.5	11 2.5 61.1	31 7.1 63.3	3 0.7 42.9	45 10.3 63.4	245 56.1 65.0	65 14.9 59.6	39 8.9 59.1	43 9.8 55.1	219 50.0 59.5	219 50.0 65.2	438 100.0 62.2
Decreased	30 62.5 6.7	8 16.7 17.0	6 12.5 4.5	1 2.1 5.6	3 6.3 6.1	0 0.0 0.0	7 15.2 9.9	21 45.7 5.6	8 17.4 7.3	4 8.7 6.1	6 13.0 7.7	28 58.3 7.6	20 41.7 6.0	48 100.0 6.8
Preferred transportation service level														
Improved	342 62.1 75.0	36 6.5 75.0	112 20.3 80.6	14 2.5 70.0	42 7.6 85.7	5 0.9 71.4	56 10.2 77.8	293 53.4 76.3	88 16.0 80.0	49 8.9 72.1	63 11.5 76.8	273 49.5 73.0	278 50.5 80.6	551 100.0 76.6
Same	108 67.9 23.7	11 6.9 22.9	26 16.4 18.7	5 3.1 25.0	7 4.4 14.3	2 1.3 28.6	16 10.1 22.2	87 55.1 22.7	20 12.7 18.2	19 12.0 27.9	16 10.1 19.5	93 58.5 24.9	66 41.5 19.1	159 100.0 22.1
Reduced	6 66.7 1.3	1 11.1 2.1	1 11.1 0.7	1 11.1 5.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	4 44.4 1.0	2 22.2 1.8	0 0.0 0.0	3 33.3 3.7	8 88.9 2.1	1 11.1 0.3	9 100.0 1.3
Preferred road network emphasis														
Increased	248 66.1 54.5	25 6.7 53.2	68 18.1 50.4	3 0.8 15.0	25 6.7 53.2	6 1.6 85.7	32 8.6 45.1	203 54.4 52.9	58 15.5 53.2	36 9.7 53.7	44 11.8 57.1	168 44.8 45.3	207 55.2 60.9	375 100.0 52.7
Same	183 63.5 40.2	19 6.6 40.4	56 19.4 41.5	13 4.5 65.0	16 5.6 34.0	1 0.3 14.3	32 11.1 45.1	152 53.0 39.6	46 16.0 42.2	27 9.4 40.3	30 10.5 39.0	168 58.3 45.3	120 41.7 35.3	288 100.0 40.5
Reduced	24 50.0 5.3	3 6.3 6.4	11 22.9 8.1	4 8.3 20.0	6 12.5 12.8	0 0.0 0.0	7 14.6 9.9	29 60.4 7.6	5 10.4 4.6	4 8.3 6.0	3 6.3 3.9	35 72.9 9.4	13 27.1 3.8	48 100.0 6.8

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(N=721)

	Usual travel mode						Age group					Respondent sex		TOTAL
	Auto alone	Car pool	Transit	Bicycle	Walking	Other	18-24	25-44	45-54	55-64	65+	Male	Female	
Preferred bus transit emphasis														
Increased	271 60.1 61.0	30 6.7 62.5	97 21.5 70.8	15 3.3 78.9	35 7.8 74.5	3 0.7 42.9	52 11.6 72.2	251 55.9 67.1	64 14.3 58.7	39 8.7 60.0	43 9.6 54.4	214 47.5 58.5	237 52.5 70.5	451 100.0 64.2
Same	155 68.6 34.9	15 6.6 31.3	38 16.8 27.7	4 1.8 21.1	10 4.4 21.3	4 1.8 57.1	16 7.1 22.2	116 51.6 31.0	36 16.0 33.0	23 10.2 35.4	34 15.1 43.0	136 60.2 37.2	90 39.8 26.8	226 100.0 32.2
Reduced	18 72.0 4.1	3 12.0 6.3	2 8.0 1.5	0 0.0 0.0	2 8.0 4.3	0 0.0 0.0	4 16.0 5.6	7 28.0 1.9	9 36.0 8.3	3 12.0 4.6	2 8.0 2.5	16 64.0 4.4	9 36.0 2.7	25 100.0 3.6
Preferred LRT system emphasis														
Increased	354 63.2 78.0	37 6.6 77.1	110 19.6 80.9	16 2.9 80.0	40 7.1 83.3	3 0.5 42.9	63 11.3 87.5	306 54.8 79.7	85 15.2 78.0	46 8.2 69.7	58 10.4 73.4	286 51.1 76.9	274 48.9 80.4	560 100.0 78.5
Same	92 64.3 20.3	11 7.7 22.9	24 16.8 17.6	4 2.8 20.0	8 5.6 16.7	4 2.8 57.1	9 6.3 12.5	74 52.1 19.3	21 14.8 19.3	19 13.4 28.8	19 13.4 24.1	80 55.9 21.5	63 44.1 18.5	143 100.0 20.1
Reduced	8 80.0 1.8	0 0.0 0.0	2 20.0 1.5	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	4 40.0 1.0	3 30.0 2.8	1 10.0 1.5	2 20.0 2.5	6 60.0 1.6	4 40.0 1.2	10 100.0 1.4
Preferred walk/cycle facility emphasis														
Increased	308 62.3 69.2	34 6.9 70.8	95 19.2 68.8	19 3.8 95.0	36 7.3 76.6	2 0.4 33.3	56 11.4 77.8	290 59.1 75.9	65 13.2 60.2	35 7.1 53.8	45 9.2 60.8	256 51.8 69.8	238 48.2 70.6	494 100.0 70.2
Same	127 66.1 28.5	13 6.8 27.1	37 19.3 26.8	1 0.5 5.0	11 5.7 23.4	3 1.6 50.0	14 7.3 19.4	86 44.8 22.5	40 20.8 37.0	26 13.5 40.0	26 13.5 35.1	97 50.5 26.4	95 49.5 28.2	192 100.0 27.3
Reduced	10 55.6 2.2	1 5.6 2.1	6 33.3 4.3	0 0.0 0.0	0 0.0 0.0	1 5.6 16.7	2 11.1 2.8	6 33.3 1.6	3 16.7 2.8	4 22.2 6.2	3 16.7 4.1	14 77.8 3.8	4 22.2 1.2	18 100.0 2.6

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(N=721)

	Usual travel mode						Age group					Respondent sex		TOTAL
	Auto alone	Car pool	Transit	Bicycle	Walking	Other	18-24	25-44	45-54	55-64	65+	Male	Female	
Respondent employment status														
Employed FT/PT	327 66.2 71.6	35 7.1 72.9	79 16.0 56.4	18 3.6 90.0	34 6.9 69.4	1 0.2 14.3	40 8.1 55.6	318 64.5 82.6	93 18.9 84.5	36 7.3 52.9	6 1.2 7.2	282 57.1 75.0	212 42.9 61.4	494 100.0 68.5
Student	18 41.9 3.9	6 14.0 12.5	12 27.9 8.6	0 0.0 0.0	6 14.0 12.2	1 2.3 14.3	26 60.5 36.1	14 32.6 3.6	2 4.7 1.8	1 2.3 1.5	0 0.0 0.0	24 55.8 6.4	19 44.2 5.5	43 100.0 6.0
Unemployed	23 62.2 5.0	1 2.7 2.1	9 24.3 6.4	2 5.4 10.0	2 5.4 4.1	0 0.0 0.0	3 8.1 4.2	23 62.2 6.0	8 21.6 7.3	3 8.1 4.4	0 0.0 0.0	24 64.9 6.4	13 35.1 3.8	37 100.0 5.1
Homemaker retired	89 60.5 19.5	6 4.1 12.5	40 27.2 28.6	0 0.0 0.0	7 4.8 14.3	5 3.4 71.4	3 2.1 4.2	30 20.7 7.8	7 4.8 6.4	28 19.3 41.2	77 53.1 92.8	46 31.3 12.2	101 68.7 29.3	147 100.0 20.4
Usual travel mode														
Auto alone	457 100.0 100.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	40 8.8 55.6	260 57.0 67.5	67 14.7 60.9	47 10.3 69.1	42 9.2 50.6	253 55.4 67.3	204 44.6 59.1	457 100.0 63.4
Car pool	0 0.0 0.0	48 100.0 100.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	4 8.3 5.6	28 58.3 7.3	11 22.9 10.0	2 4.2 2.9	3 6.3 3.6	23 47.9 6.1	25 52.1 7.2	48 100.0 6.7
Transit	0 0.0 0.0	0 0.0 0.0	140 100.0 100.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	15 10.8 20.8	62 44.6 16.1	21 15.1 19.1	12 8.6 17.6	29 20.9 34.9	61 43.6 16.2	79 56.4 22.9	140 100.0 19.4
Bicycle	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	20 100.0 100.0	0 0.0 0.0	0 0.0 0.0	2 10.0 2.8	18 90.0 4.7	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	13 65.0 3.5	7 35.0 2.0	20 100.0 2.8
Walking	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	49 100.0 100.0	0 0.0 0.0	11 22.9 15.3	17 35.4 4.4	11 22.9 10.0	5 10.4 7.4	4 8.3 4.8	25 51.0 6.6	24 49.0 7.0	49 100.0 6.8
Other	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	7 100.0 100.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	2 28.6 2.9	5 71.4 6.0	1 14.3 0.3	6 85.7 1.7	7 100.0 1.0

GoPlan Public Opinion Survey - October 1992

(N=457) Auto drivers only

	Usual travel mode	Age group					Respondent sex		TOTAL
	Auto alone	18-24	25-44	45-54	55-64	65+	Male	Female	
TOTAL	457	40	260	67	47	42	253	204	457
	100.0	8.8	57.0	14.7	10.3	9.2	55.4	44.6	100.0
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Environment motivator to use auto less									
Strongly disagree	49	0	29	11	4	5	27	22	49
	100.0	0.0	59.2	22.4	8.2	10.2	55.1	44.9	100.0
	10.7	0.0	11.2	16.4	8.5	11.9	10.7	10.8	10.7
Disagree	45	0	23	8	5	9	26	19	45
	100.0	0.0	51.1	17.8	11.1	20.0	57.8	42.2	100.0
	9.8	0.0	8.8	11.9	10.6	21.4	10.3	9.3	9.8
Neutral	110	12	60	17	13	8	66	44	110
	100.0	10.9	54.5	15.5	11.8	7.3	60.0	40.0	100.0
	24.1	30.0	23.1	25.4	27.7	19.0	26.1	21.6	24.1
Agree	132	16	77	16	12	11	76	56	132
	100.0	12.1	58.3	12.1	9.1	8.3	57.6	42.4	100.0
	28.9	40.0	29.6	23.9	25.5	26.2	30.0	27.5	28.9
Strongly agree	121	12	71	15	13	9	58	63	121
	100.0	10.0	59.2	12.5	10.8	7.5	47.9	52.1	100.0
	26.5	30.0	27.3	22.4	27.7	21.4	22.9	30.9	26.5

GoPlan Public Opinion Survey - October 1992

(N=457) Auto drivers only

	Usual travel mode	Age group					Respondent sex		TOTAL
	Auto alone	18-24	25-44	45-54	55-64	65+	Male	Female	
Congestion motivator to use auto less									
Strongly disagree	59 100.0 12.9	0 0.0 0.0	38 64.4 14.6	10 16.9 14.9	8 13.6 17.0	3 5.1 7.1	38 64.4 15.0	21 35.6 10.3	59 100.0 12.9
Disagree	52 100.0 11.4	3 5.8 7.5	25 48.1 9.6	14 26.9 20.9	2 3.8 4.3	8 15.4 19.0	31 59.6 12.3	21 40.4 10.3	52 100.0 11.4
Neutral	106 100.0 23.2	12 11.3 30.0	58 54.7 22.3	11 10.4 16.4	15 14.2 31.9	10 9.4 23.8	53 50.0 20.9	53 50.0 26.0	106 100.0 23.2
Agree	130 100.0 28.4	15 11.5 37.5	80 61.5 30.8	16 12.3 23.9	10 7.7 21.3	9 6.9 21.4	77 59.2 30.4	53 40.8 26.0	130 100.0 28.4
Strongly agree	110 100.0 24.1	10 9.2 25.0	59 54.1 22.7	16 14.7 23.9	12 11.0 25.5	12 11.0 28.6	54 49.1 21.3	56 50.9 27.5	110 100.0 24.1
Higher costs motivator to use auto less									
Strongly disagree	70 100.0 15.3	2 2.9 5.0	42 60.9 16.2	13 18.8 19.4	5 7.2 10.6	7 10.1 16.7	42 60.0 16.6	28 40.0 13.7	70 100.0 15.3
Disagree	68 100.0 14.9	6 8.8 15.0	35 51.5 13.5	13 19.1 19.4	7 10.3 14.9	7 10.3 16.7	42 61.8 16.6	26 38.2 12.7	68 100.0 14.9
Neutral	116 100.0 25.4	11 9.5 27.5	62 53.4 23.8	16 13.8 23.9	14 12.1 29.8	13 11.2 31.0	57 49.1 22.5	59 50.9 28.9	116 100.0 25.4
Agree	114 100.0 24.9	12 10.5 30.0	74 64.9 28.5	10 8.8 14.9	10 8.8 21.3	8 7.0 19.0	66 57.9 26.1	48 42.1 23.5	114 100.0 24.9
Strongly agree	89 100.0 19.5	9 10.1 22.5	47 52.8 18.1	15 16.9 22.4	11 12.4 23.4	7 7.9 16.7	46 51.7 18.2	43 48.3 21.1	89 100.0 19.5

GoPlan Public Opinion Survey - October 1992

(N=721)

	Usual travel mode						Age group					Respondent sex		TOTAL
	Auto alone	Car pool	Transit	Bicycle	Walking	Other	18-24	25-44	45-54	55-64	65+	Male	Female	
TOTAL	457 63.4 100.0	48 6.7 100.0	140 19.4 100.0	20 2.8 100.0	49 6.8 100.0	7 1.0 100.0	72 10.0 100.0	385 53.6 100.0	110 15.3 100.0	68 9.5 100.0	83 11.6 100.0	376 52.1 100.0	345 47.9 100.0	721 100.0 100.0
Respondent sex														
Male	253 67.3 55.4	23 6.1 47.9	61 16.2 43.6	13 3.5 65.0	25 6.6 51.0	1 0.3 14.3	38 10.1 52.8	206 54.9 53.5	59 15.7 53.6	38 10.1 55.9	34 9.1 41.0	376 100.0 100.0	0 0.0 0.0	376 100.0 52.1
Female	204 59.1 44.6	25 7.2 52.1	79 22.9 56.4	7 2.0 35.0	24 7.0 49.0	6 1.7 85.7	34 9.9 47.2	179 52.2 46.5	51 14.9 46.4	30 8.7 44.1	49 14.3 59.0	0 0.0 0.0	345 100.0 100.0	345 100.0 47.9
Age group														
18-24	40 55.6 8.8	4 5.6 8.3	15 20.8 10.8	2 2.8 10.0	11 15.3 22.9	0 0.0 0.0	72 100.0 100.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	38 52.8 10.1	34 47.2 9.9	72 100.0 10.0
25-44	260 67.5 57.0	28 7.3 58.3	62 16.1 44.6	18 4.7 90.0	17 4.4 35.4	0 0.0 0.0	0 0.0 0.0	385 100.0 100.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	206 53.5 54.9	179 46.5 52.2	385 100.0 53.6
45-54	67 60.9 14.7	11 10.0 22.9	21 19.1 15.1	0 0.0 0.0	11 10.0 22.9	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	110 100.0 100.0	0 0.0 0.0	0 0.0 0.0	59 53.6 15.7	51 46.4 14.9	110 100.0 15.3
55-64	47 69.1 10.3	2 2.9 4.2	12 17.6 8.6	0 0.0 0.0	5 7.4 10.4	2 2.9 28.6	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	68 100.0 100.0	0 0.0 0.0	38 55.9 10.1	30 44.1 8.7	68 100.0 9.5
65+	42 50.6 9.2	3 3.6 6.3	29 34.9 20.9	0 0.0 0.0	4 4.8 8.3	5 6.0 71.4	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	83 100.0 100.0	34 41.0 9.1	49 59.0 14.3	83 100.0 11.6

GoPlan Public Opinion Survey - October 1992

(N=457) Auto drivers only

	Usual travel mode	Age group					Respondent sex		TOTAL
	Auto alone	18-24	25-44	45-54	55-64	65+	Male	Female	
Transit convenience motivator to use auto less									
Strongly disagree	43 100.0 9.4	2 4.7 5.0	23 53.5 8.8	11 25.6 16.4	6 14.0 12.8	1 2.3 2.4	27 62.8 10.7	16 37.2 7.8	43 100.0 9.4
Disagree	30 100.0 6.6	3 10.0 7.5	13 43.3 5.0	8 26.7 11.9	3 10.0 6.4	3 10.0 7.1	19 63.3 7.5	11 36.7 5.4	30 100.0 6.6
Neutral	62 100.0 13.6	6 9.7 15.0	34 54.8 13.1	9 14.5 13.4	7 11.3 14.9	6 9.7 14.3	33 53.2 13.0	29 46.8 14.2	62 100.0 13.6
Agree	132 100.0 28.9	11 8.3 27.5	85 64.4 32.7	14 10.6 20.9	8 6.1 17.0	14 10.6 33.3	77 58.3 30.4	55 41.7 27.0	132 100.0 28.9
Strongly agree	190 100.0 41.6	18 9.5 45.0	105 55.6 40.4	25 13.2 37.3	23 12.2 48.9	18 9.5 42.9	97 51.1 38.3	93 48.9 45.6	190 100.0 41.6

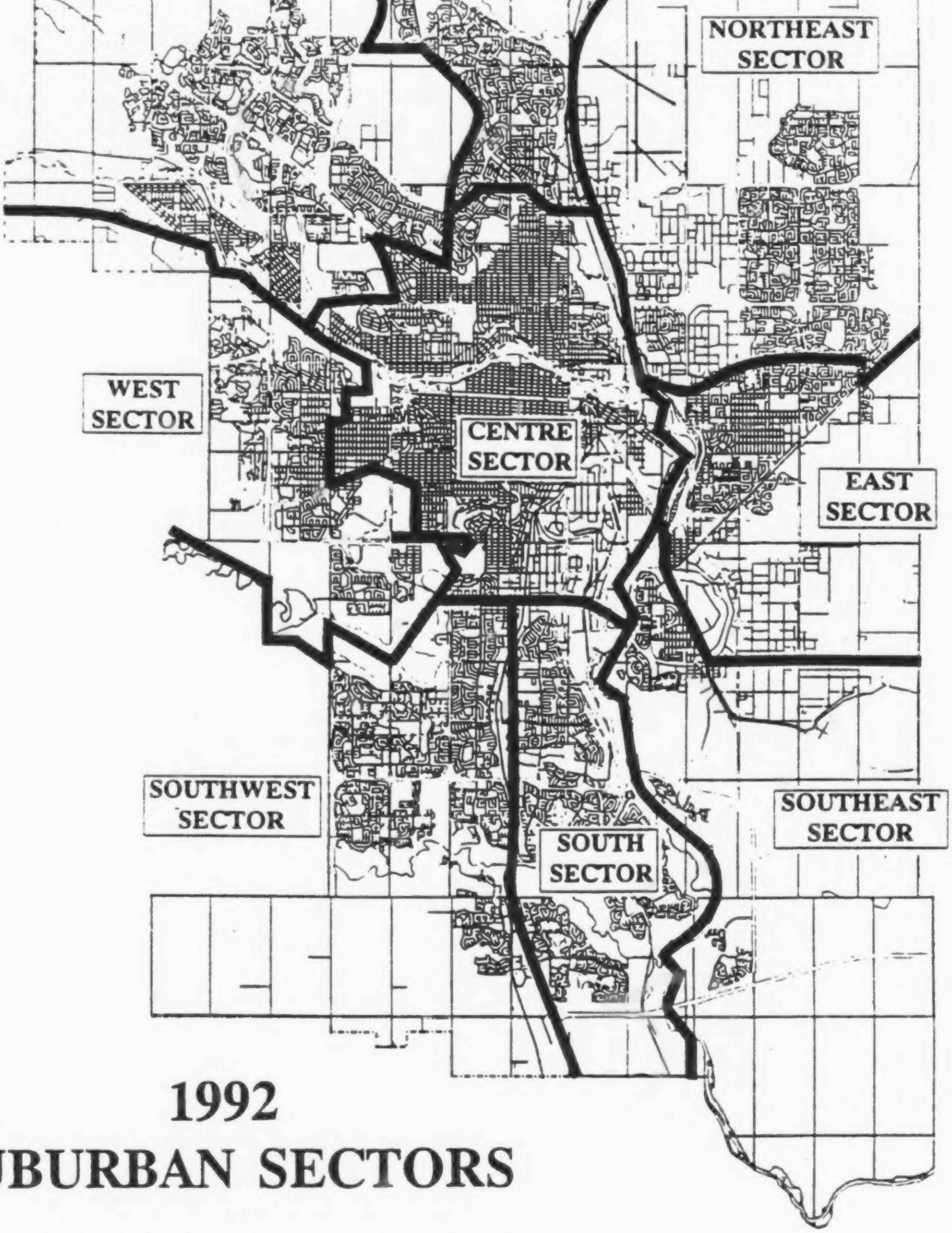
GoPlan Public Opinion Survey - October 1992

(N=721)

	Usual travel mode						Age group					Respondent sex		TOTAL
	Auto alone	Car pool	Transit	Bicycle	Walking	Other	18-24	25-44	45-54	55-64	65+	Male	Female	
Location - city sector														
NW	67	8	19	3	5	0	11	50	23	9	9	62	40	102
	65.7	7.8	18.6	2.9	4.9	0.0	10.8	49.0	22.5	8.8	8.8	60.8	39.2	100.0
	14.8	16.7	13.8	15.0	10.2	0.0	15.5	13.1	21.1	13.2	11.1	16.6	11.7	14.3
N	38	6	10	0	0	1	6	29	4	6	10	34	21	55
	69.1	10.9	18.2	0.0	0.0	1.8	10.9	52.7	7.3	10.9	18.2	61.8	38.2	100.0
	8.4	12.5	7.2	0.0	0.0	14.3	8.5	7.6	3.7	8.8	12.3	9.1	6.2	7.7
NE	48	8	15	0	5	1	10	41	10	9	6	33	44	77
	62.3	10.4	19.5	0.0	6.5	1.3	13.2	53.9	13.2	11.8	7.9	42.9	57.1	100.0
	10.6	16.7	10.9	0.0	10.2	14.3	14.1	10.7	9.2	13.2	7.4	8.8	12.9	10.8
E	34	2	6	0	1	0	4	22	5	7	5	20	23	43
	79.1	4.7	14.0	0.0	2.3	0.0	9.3	51.2	11.6	16.3	11.6	46.5	53.5	100.0
	7.5	4.2	4.3	0.0	2.0	0.0	5.6	5.8	4.6	10.3	6.2	5.4	6.7	6.0
SE	22	0	1	2	0	0	3	17	4	0	1	10	15	25
	88.0	0.0	4.0	8.0	0.0	0.0	12.0	68.0	16.0	0.0	4.0	40.0	60.0	100.0
	4.9	0.0	0.7	10.0	0.0	0.0	4.2	4.5	3.7	0.0	1.2	2.7	4.4	3.5
S	53	7	15	1	1	2	5	45	12	13	4	45	34	79
	67.1	8.9	19.0	1.3	1.3	2.5	6.3	57.0	15.2	16.5	5.1	57.0	43.0	100.0
	11.7	14.6	10.9	5.0	2.0	28.6	7.0	11.8	11.0	19.1	4.9	12.1	10.0	11.1
SW	61	9	12	2	5	1	5	50	21	9	4	49	41	90
	67.8	10.0	13.3	2.2	5.6	1.1	5.6	56.2	23.6	10.1	4.5	54.4	45.6	100.0
	13.5	18.8	8.7	10.0	10.2	14.3	7.0	13.1	19.3	13.2	4.9	13.1	12.0	12.6
W	38	2	15	3	1	0	6	29	7	6	11	32	27	59
	64.4	3.4	25.4	5.1	1.7	0.0	10.2	49.2	11.9	10.2	18.6	54.2	45.8	100.0
	8.4	4.2	10.9	15.0	2.0	0.0	8.5	7.6	6.4	8.8	13.6	8.6	7.9	8.3
C	91	6	45	9	31	2	21	99	23	9	31	88	96	184
	49.5	3.3	24.5	4.9	16.8	1.1	11.5	54.1	12.6	4.9	16.9	47.8	52.2	100.0
	20.1	12.5	32.6	45.0	63.3	28.6	29.6	25.9	21.1	13.2	38.3	23.6	28.2	25.8

ANALYSIS BY SUBURBAN SECTORS

APPENDIX B


NORTHWEST SECTOR
NORTH SECTOR
NORTHEAST SECTOR
WEST SECTOR
CENTRE SECTOR
EAST SECTOR
SOUTHWEST SECTOR
SOUTH SECTOR
SOUTHEAST SECTOR

1992
SUBURBAN SECTORS

CITY OF CALGARY

This appendix summarizes major variations observed in the data by suburban sectors, which are defined as aggregations of community districts. The boundaries for the 1992 suburban sectors are depicted on the map opposite.

The distribution of responses by city sector is as follows:

City Sector	Number	Percent
Northwest	102	14.3%
North	55	7.7%
Northeast	77	10.8%
East	43	6.0%
Southeast	25	3.5%
South	79	11.1%
Southwest	90	12.6%
West	59	8.3%
Central	184	25.8%
Total	**714**	**100.0%**

The methods employed in the public opinion survey will support inferential analysis, and generalizations may be drawn from the sample to the population. Sample error varies with sample size, and is calculated at ±10.9%, at the 95% confidence level, for the average sector size.

The findings included in this section were noted in the body of the report, under Section 4.0, Survey Results. Cross-tabulation tables for the sector variable are in Appendix A-3. The findings by sector are summarized in this location for the convenience of the reader, as follows.

Question 2: Long-term Issue

- Residents of the northwest and north sectors are more likely to cite "expand LRT" as a top-of-mind issue, and residents of the northeast and west sectors are less likely to cite this issue than average.

Question 3: Continue Auto Use

- Respondents who reside in the southeast and east sectors are more likely to advocate continued auto use, and respondents residing in the west sector are less likely to advocate continued auto use.

Question 4c: Auto Most Practical Mode

- Respondents in the southeast, east and south sectors are more likely to agree, and respondents in the central sector are less likely to agree with the statement.

Question 4e: Willing to Walk/Cycle More

- Respondents who reside in the north, northeast, southeast, and south sectors are less likely to agree with the statement, and respondents who reside in the west and central sectors are more likely than average to agree with the statement.

Question 4f: Willing to Use Transit More

- Respondents who reside in the southeast and northeast sectors are less likely to agree, and respondents who reside in the central and east sectors are more likely to agree with the statement.

Question 5: Preferred Spending Level

- Respondents who reside in the north, central, and east sectors are more likely than average to prefer increased transportation spending.

Question 7a: Road Network Emphasis

- Respondents who reside in the northeast and the east sectors are more likely than average to prefer increased road network emphasis. Respondents who reside in the northwest and west sectors are less likely than average to prefer increased road network emphasis.

Question 9a/b: Usual Travel Mode

- Respondents who reside in the central sector are less likely to travel by auto alone, and more likely to travel by transit, bicycle, or walking. Respondents from the southwest sector are more likely than average to car pool, and less likely than average to travel by transit. Respondents from the southeast quadrant are less likely than average to travel by transit.

Question 10a: Environment Motivator To Reduce Auto Use

- Agreement with the environmental motivator statement is associated with location of residence. Respondents from the northwest and east sectors are more likely to agree with the environment motivator statement, and respondents from the southeast and south sectors are less likely to agree.

Question 10b: Congestion Motivator to Reduce Auto Use

- Agreement with the congestion motivator statement is associated with location of residence. Respondents from the north and northeast sectors are more likely to agree, and respondents from the east and southeast sectors are less likely to agree with the congestion motivator statement.

QUESTIONNAIRE

APPENDIX C

GoPlan

Dear Sir/Madam:

RE: City of Calgary GoPlan Opinion Survey

The City of Calgary is reviewing the existing Transportation Plan, which includes the policies and goals for the transportation systems for the City, and the Transportation System By-Law, which designates a future network of roadways and LRT extensions required to achieve the goals and objectives. The review is examining the long term transportation needs for the City beyond the year 2000 to a population level of 1.25 million inhabitants.

One of the public involvement activities during the first phase of the project, is a public opinion survey of Calgarians concerning present and future transportation issues and to examine the attitudes and values that Calgarians hold that could affect decision making in this area.

Your household has been selected to participate in the GoPlan Opinion Survey. This information, as well as information from many other public involvement activities, will contribute to the development of the goals and evaluative criteria for the Plan.

We need your help to complete the survey. Within the next few days, IBI Group, our survey consultant, will call your household to administer a 10 minute interview. Telephone calls will be made between 6 p.m. and 9:45 p.m. on weekdays, or between 10 a.m. and 5 p.m. on Saturday. If they happen to call at an inconvenient time, please tell the interviewer and they will arrange to call back later.

When the interviewer calls, they will ask to speak with an adult member of the household. They will ask for that person's opinions on some transportation issues and on for their attitudes and values on other related topics. The information provided will be kept strictly confidential.

Your opinions are important to us, and your participation in the interview will help to make this project a success. Your cooperation is greatly appreciated. A summary of the survey results will be provided to you upon request.

If you have any questions, please do not hesitate to ask the interviewer, or you may call the City of Calgary GoPlan office at 268-2326 and speak to any member of the GoPlan Team.

Thank you for your assistance.

Yours truly,

David G.H. Watson
GoPlan Project Manager

A Project of
THE CITY OF CALGARY P.O. Box 2100, Postal Station M (#225), Calgary, Alberta T2P 2M5. Phone (403) 268-2326. Fax: 268-5533

GoPlan Public Opinion Survey

Hello, my name is _______, calling for the City of Calgary GoPlan Project. Is this the ________ household? By now, you should have received a letter from the City of Calgary explaining the purpose of the GoPlan Survey, and telling you to expect this call. Did you receive the letter?

(Since you did not receive the letter, I will explain the purpose of the survey. It will help to develop a long-term transportation plan for Calgary. The interview takes less than 10 minutes. All the information you provide is treated as confidential.)

GoPlan Public Opinion Survey

IBI Group - October, 1992

Outcome				
Date				

☐ 4

1. The first question is about Calgary's transportation system as a whole, including the road network, public transit, and cycling and pedestrian facilities. How satisfied are you with the transportation system as a whole, on a scale where "1" means very dissatisfied, and "5" means very satisfied?

☐ 5

2. In thinking about long term development of Calgary's transportation system, what will be the most important transportation issue or problem for planners to be aware of?

____

____

☐ 6

3. In the long term, should we:
   1. Continue our current level of use of autos, or
   2. Should we increase our use of other methods of travel - such as transit, walking, and cycling - instead?

4. I am going to read you some statements about transportation in Calgary. I would like to know how much you agree with each statement. Please use a five point scale, where "1" means you completely disagree, and "5" means you totally agree. The first statement is: (READ IN ROTATION). Do you agree or disagree with this statement?

   a. Development of a more environmentally friendly transportation system should be a high priority. ☐ 7

   b. Where I work influences where I choose to live. ☐ 8

   c. The automobile is the most practical method of transportation for me. ☐ 9

   d. Maintaining the safety of the transportation system should be a higher priority. ☐ 10

   e. I would be willing to walk or cycle more, rather than using autos. ☐ 11

   f. I would be willing to use transit more, rather than using autos. ☐ 12

   g. I would be willing to ride share or car pool more, rather than using autos alone. ☐ 13

   h. Increasing the number of housing units in a given area can reduce average travel distance, and reduce transportation costs. Do you agree or disagree with this statement: I think housing densities should be increased across the City, to improve transportation system efficiency. ☐ 14

☐ 15

5. About 28% of residential taxes are spent on transportation, including road maintenance, operation of Calgary Transit, construction of new transportation facilities, and so on. Would you prefer that transportation spending be:

   1. increased,   2. kept the same, or   3. decreased?

☐16

6. Over the long term, as the City grows, should the level of transportation service be:

1. improved,
2. kept the same, or
3. reduced?

7. Over the long term as the City grows, should we:

1. increase emphasis,
2. keep the same emphasis, or
3. reduce emphasis on:

a. the road network? ☐17

b. bus transit? ☐18

c. the LRT system? ☐19

d. pedestrian and cycling facilities? ☐20

8. Are you (READ LIST) ☐21

1. Employed full time or part time
2. A student
3. Unemployed, or
4. A homemaker or retired

9A. (EMPLOYED/STUDENTS ONLY)
How do you most often travel to and from work/school?

9B. (FOR ALL OTHER RESPONDENTS) How do you most often travel in Calgary? 9A/B ☐22

1. Private auto, alone
2. Car pool
3. Public transit
4. Bicycle
5. Walking
6. Other

10. (FOR PRIVATE AUTO, ALONE ONLY) I would like to know how much you agree with each of the following statements. Again, please use a five point scale, where "1" means you completely disagree, and "5" means you totally agree.

a. Concern for the environment will motivate me to use private auto less in the future. ☐23

b. Increasing road congestion and time delay would motivate me to use private auto less in the future. ☐24

c. Higher travel costs would motivate me to use private auto less in the future. ☐25

d. More convenient transit would motivate me to use private auto less in the the future. ☐26

11. Finally, for classification purposes, what is your age? ☐☐27

12. Note sex of respondent. 1. Male 2. Female ☐28